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ANNUAL STATEMENT
OF THE
TRADE AND COMMERCE
OF ST. LOUIS,
FOR THE YEAR 1896,
REPORTED TO THE

MERCHANTS' EXCHANGE
OF ST. LOUIS,
BY

GEO. H. MORGAN, SECRETARY.

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Prof. Eliot Jones

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ANNUAL STATEMENT

OF THE

TRADE AND COMMERCE

OF SAINT LOUIS,

For the Year 1896.

REPORTED TO THE

Merchants' Exchange of St. Louis,

BY

GEO. H. MORGAN, SECRETARY.

ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & CO.
1897.

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OFFICERS OF THE

MERCHANTS' EXCHANGE OF ST. LOUIS

SINCE ITS ORGANIZATION.

296759

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1307
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876.	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Gaienne.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	A. T. Harlow. Wm. G. Boyd.	Wm. G. Boyd. Geo. H. Small.	E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395

Secretary and Treasurer.

1862	Clinton B. Fisk.
1863-64	J. H. Alexander.
1865-97	Geo. H. Morgan.

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MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1896.

PRESIDENT.

C. H. SPENCER.

FIRST VICE-PRESIDENT, AMEDEE B. COLE.
SECOND VICE-PRESIDENT, CLARK H. SAMPSON.

DIRECTORS.

1896.	1896-97.
WM. G. BOYD,	THOMAS BOOTH,
WM. A. GARDNER,	MANLEY G. RICHMOND,
SOL. J. QUINLIVAN,	H. H. WERNSE,
CHRIS. SHARP,	WM. B. DEAN,
CHAS. L. HEITZEBERG,	JOSEPH A. JENNELLE.

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANTS.

D. R. WHITMORE, S. H. HEWLETT.
CALLER—JOSEPH P. CARR. DOORKEEPER—JAMES P. NEWELL.
ATTORNEY—F. N. JUDSON.

COMMITTEE ON APPEALS.

LOUIS J. HOLTHAUS,	FESTUS J. WADE,
G. O. KALB,	C. C. ORTHWEIN,
ISAAC M. MASON,	LOUIS FUSZ,
NICHOLAS R. WALL,	J, T. BIRCH,
P. P. WILLIAMS,	THEO. G. MEIER,
GEO. L. EDWARDS,	GEO. F. LANGENBERG.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.	SECOND SIX MONTHS.
ALONZO C. CHURCH,	W. B. HARRISON,
F. W. HOFMANN,	C. A. CUNNINGHAM,
W. T. HICKMAN,	EDWARDS WHITAKER,
JOSEPH HATTERSLEY,	JOHN C. FISCHER,
J. E. TEASDALE,	JOHN J. SCHULTE.

OFFICIAL MARKET REPORTER. TELEGRAPH AND CALL BOARD CLERK.

MARC. J. GAUTIER. CHAS. H. WHITMORE.

RIVER CLERK. STENOGRAPHER. MESSENGER.

E. T. WALTON. MISS E. O. GIBSON. FRANK T. MUDGE.

REAL ESTATE COMMITTEE.

C. H. SPENCER, Chairman.

AMEDEE B. COLE,	THOMAS BOOTH,
WM. G. BOYD.	W. T. ANDERSON.

COMMITTEE ON MEMBERSHIP.

H. H. WERNSE, Chairman.

WM. B. DEAN,	W. A. GARDNER.

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MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1897.

PRESIDENT.

HENRY F. LANGENBERG.

FIRST VICE-PRESIDENT, CHRIS. SHARP.
SECOND VICE-PRESIDENT, WM. P. KENNETT.

DIRECTORS.

1897.	1897-98.
THOMAS BOOTH,	C. H. SPENCER,
M. G. RICHMOND,	B. J. McSORLEY,
H. H. WERNSE,	P. P. WILLIAMS,
WM. B. DEAN,	D. E. SMITH,
J. A. JENNELLE,	F. E. KAUFFMAN.

SECRETARY AND TREASURER.

GEO. H. MORGAN.

ASSISTANT SECRETARIES.

D. R. WHITMORE, S. H. HEWLETT.

CALLER—JOSEPH P. CARR. DOORKEEPER—JAMES P. NEWELL.
ATTORNEY—F. N. JUDSON.

COMMITTEE OF APPEALS.

T. B. MORTON,	HENRY KOEHLER, JR.,
E. B. WHITE,	WM. C. LITTLE,
FRED. DEIBEL,	GEORGE LANG,
W. P. HAZARD,	L. GARVEY,
H. B. EGGERS,	A. R. STRAIN,
SAMUEL A. WHITEHEAD,	JAMES C. SHARP.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.	SECOND SIX MONTHS.
E. W. RAWLINGS,	N. L. MOFFITT,
JOHN P. WOODS,	SAMUEL GORDON,
ROBERT POMMER,	L. F. WOODS,
HENRY GRIESEDIECK, JR.,	THOS. E. QUINLIVAN,
W. P. HOWARD, JR.,	F. W. BROCKMAN.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

TELEGRAPH AND CALL BOARD CLERK.

CHAS. H. WHITMORE.

RIVER CLERK. STENOGRAPHER. MESSENGER.

E. T. WALTON. MISS M. G. JOHNS. FRANK T. MUDGE.

COMMITTEE ON MEMBERSHIP.

W. B. DEAN, Chairman.
M. C. RICHMOND, H. H. WERNSE.

REAL ESTATE COMMITTEE.

H. F. LANGENBERG, Chairman.

CHRIS. SHARP,	WM. P. KENNETT,
C. H. SPENCER	THOMAS BOOTH.

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COMMITTEES AND INSPECTORS FOR 1897.

EXECUTIVE COMMITTEE ON GRAIN INSPECTION.

CHRIS. SHARP, Chairman. DANIEL E. SMITH, CHAS. H. TEICHMANN.

WHEAT INSPECTION.

CHRIS. SHARP, Chairman. T. B. MORTON, JOHN THYSON,
E. F. CATLIN. R. H. LEONHARDT, ALEX. H. SMITH.

CORN, OAT AND RYE INSPECTION.

DANIEL E. SMITH, Chairman.
J. WALLER TEASDALE, T. C. TAYLOR, B. H. LANG,
FRANK GOODNOW, J. S. McCLELLAN.

BARLEY INSPECTION.

CHAS. H. TEICHMANN, Chairman.
HENRY GREVE, CASPER KOEHLER, LOUIS BRINCKWIRTH,
PAUL H. GRIESEDIECK.

GRAIN INSPECTORS.

C. O. DUTCHER, Chief Inspector. T. L CURRIE, Assistant Chief Inspector.
J. E. ROBINSON.

FLOUR INSPECTION.

F. E. KAUFFMAN, Chairman. CHRIS. BERNET, Secretary.
EDGAR D. TILTON, C. H. SIEVING, CHAS. A. EBERLE,
FRED. HATTERSLEY.

BOARD OF FLOUR INSPECTORS.

VICTOR GOETZ, President. AUGUST RUMP, Secretary.

RULES.

P. P. WILLIAMS, Chairman. T. W. CARTER, C. M. BUNTON.

PROVISION INSPECTION.

B. J. McSORLEY, Chairman.
GEO. C. HEITZEBERG, GEO. N. SAYERS, G. S. MYERSON,
JAMES M. GETTYS, FRED. L. LUTH, E. H. BARNES.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

GEORGE URQUHART, Chairman.
BEN P. CORNELI, ROBT. POMMER, VINCENT M. JONES,
C. F. BEARDSLEY, EMIL SUMMA.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

MARKET REPORTS.

P. P. WIILLIAMS, Chairman, JACOB SCHREINER, JOHN P. SMITH.

CONTRACTS.

J. A. JENNELLE, Chairman, F. E. KAUFFMAN, HARRY W. DAUB.

FLOOR.

THOMAS H. FRANCIS, Chairman.
T. J. LONERGAN, GEORGE B. TESSON, T. F. CLEARY,
I. V. W. DUTCHER. JR., F. G. COCHRAN, A. J. ROGERS,
J. W. COHN, OSWALD GRAVES, F. D. WOODLOCK,
W. I. CURRIE, THOMAS GRIFFIN.

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COMMITTEES AND INSPECTORS FOR 1897.
(CONTINUED.)

POSTAL AFFAIRS.

J. A. JENNELLE, Chairman, A. B. BARRET, DAVID BLOCK, JR.,
D. SHELBY, H. N. SAYLOR, P. P. CONNOR.

MISSISSIPPI RIVER.

THOMAS BOOTH, Chairman.

D. R. FRANCIS, H. C. HAARSTICK, CLARK H. SAMPSON,
D. I. BUSHNELL, ISAAC M. MASON, WEBB M. SAMUEL,
JAMES Y. LOCKWOOD, M. J. MURPHY, RICHARD WARDROP,
D. A. MARKS. F. H. LUDINGTON, BRECK JONES,
GEORGE H. PLANT, CHAS. J. QUESNEL.

NATIONAL BOARD OF TRADE.

WILLIAM G. BOYD, Chairman.

C. W. BARSTOW, GEO. H. SHIELDS, R. P. TANSEY,
FRANK GAIENNIE, CHAS. PARSONS, WM. H. THOMSON,
E. O. STANARD, CHAS. HODGMAN, AMEDEE B. COLE,
ALEX H. SMITH, W. B. ARCHER, SOL. J. QUINLIVAN.

LEGISLATIVE.

WILLIAM P. KENNETT, Chairman.

W. T. ANDERSON, E. S. GATCH, CHARLES NAGEL,
W. A. GARDNER, T. S. McPHEETERS, R. S. CHAMBERS,
H. R. WHITMORE, ADRIAN DE YONG, PHILIP C. TAYLOR,
CHAS. J. DUNNERMAN, O. L. WHITELAW.

TRANSPORTATION.

C. H. SPENCER, Chairman,

R. P. ANNAN, JACOB FURTH, JEROME HILL,
L. GARVEY, L. B. BRINSON, W. C. ELLIS,
JOHN E. GERAGHTY, F. F. HENSELER, W. B. HARRISON.
THOMAS B. TEASDALE, JOHN WIEDMER, P. M. HANSON,
JAMES MEAGHER, W. C. MERRY, JAMES W. DYE.

MEXICAN AND CENTRAL AND SOUTH AMERICAN TRADE.

L. D. KINGSLAND, Chairman.

GEO. F. POWELL, A. DEFIGUEIREDO, W. S. SWINGLEY,
S. L. BIGGERS, GEO. D. BARNARD, WM. SOMERVILLE,
JAS. A. REARDON, H. H. CRITTENDEN, HENRY STANLEY,
R. E. FUNSTEN, E. E. CARRERAS, C. L. HEITZEBERG, W. K. STANARD.

METEOROLOGY.

WALKER HILL, Chairman. JOHN A. SENTER, HUNTER BEN JENKINS,
AUTHUR C. PETRI, R. L. WOOSTER.

PRODUCE.

MANLEY G. RICHMOND, Chairman.

F. G. HAUEISEN, J. D. HUMPHREYS, W. J. TEMPLEMAN,
GEORGE G. FAIRHAM, JACOB P. WEIL, H. C. HOLLMANN,
HERMAN HART, CHAS. S. McKEEN.

STOCKS AND BONDS.

H. H. WERNSE, Chairman, W. C. LITTLE, J. H. BLESSING,
RICHARD SINGER, E. W. RAWLINGS.

HAY.

D. W. CLIFTON, Chairman, T. R. BALLARD, DAVID DOBSON,
WILLIAM FURLONG, J. E. TEASDALE. H. W. BECK .

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REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

JANUARY 4TH, 1897.

To the Members of the Merchants' Exchange:

GENTLEMEN:—The year 1896 having now closed, it becomes the duty of your Board of Directors to make a report showing the financial condition of your Association, and the Assessment fixed for the coming year.

ASSESSMENT.

At a meeting of the Board held on December 14th last, after a careful consideration of the financial condition of the Association, the assessment to be paid by each member for the year 1897 was fixed at twenty-five dollars.

The Board deemed it wise to increase the assessment for the following reasons:

First. Since the purchase of the property in 1892, the Association has been relieved of the payment of a yearly rental of $25,000. The other expenses have been covered by the annual assessment of $20, and a balance has been transferred to the credit of the Real Estate each year as follows: In 1893, $14,000; in 1894, $12,000; in 1895, $7,500; in 1896, $3,800. If the Exchange had continued to pay rent for the Hall and offices, the income since 1892 would not have been sufficient to meet expenses. The cause of this decrease is the reduction each year in the membership, which is more fully referred to hereafter.

Second. In view of the fact that there is a mortgage indebtedness of $150,000 on the Exchange property, and a floating debt of $41,000, your Board believes that the Association should contribute a sufficient amount yearly, which, with the surplus from rentals, would liquidate the floating indebtedness prior to the year 1900, when the bonded indebtedness of of $150,000 becomes due.

Third. Another imperative necessity for increasing the revenue, is the fact that our market, during the greater part of last year, has been discriminated against in favor of Gulf ports by transportation lines. In order that we may be kept on an equitable freight basis with other competing

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points, it is of vital importance that your Board of Directors should be sufficiently fortified financially to enable them to employ such means as may be necessary to protect the commercial interests of our city.

CURRENT ACCOUNT.

The ordinary expenses of the Association were somewhat increased the past year. The Exchange Hall and offices were painted and renovated generally, and electric fans were placed in the Hall contributing greatly to the comfort of all during the hot weather of July and August. The Board being of the opinion that the Exchange should be furnished with all needed information relating to other markets, has continued the extensive telegraphic reports as usual.

The total receipts from all sources for the year, including a balance of $2,446.36 on hand at the beginning of the year, were $53,535.70. The total expenditure, including $3,800 transferred to the Real Estate account, were $53,387.17, leaving a balance on hand at the close of $148.53.

REAL ESTATE ACCOUNT.

The total revenue of the year was $53,039.99, of which $48,881.79 was from rentals, an increase in rentals over 1895 of $2,011.88. The total expenditures amounted to $52,931.77, leaving a balance of $108.27.

The expenses of the year were increased to the extent of $4,912.86 for repairs to damages caused by the tornado of May 27th, which carried away the tin roof over the Exchange Hall, and by the flooding of the main floor, causing great damage to the plastering in the rooms underneath. A large amount was also expended in replacing plate glass broken by portions of the tin roof and other debris. For this and the further reason that such a small amount was transferred from the current account, the floating debt, which amounted at the beginning of the year to $46,000, was reduced only $5,000.

MEMBERSHIP.

The membership at the beginning of the year 1896, was 2,518. The number forfeited for non-payment of dues was 94, and 29 certificates were redeemed, making the number of members on January 1st, 1897, 2,395.

The total decrease in membership since 1883, when the list showed 3,566 names, is therefore 1,171.

The large increase in 1882 and 1883 when the transferable membership system was adopted was abnormal, and the decline to a number warranted by the necessities of business was not unexpected.

TRANSPORTATION INTERESTS.

Your Board has not neglected the interests of the Exchange or of the City in the matter of freight rates. In June, at the request of the Board, Mr. J. S. Leeds, Secretary of the Transportation Committee, and Mr. F. N. Judson, Attorney of the Exchange, appeared before the Interstate

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Commerce Commission at Kansas City in the interest of the Grain market at St. Louis, as against the proposed discrimination in favor of the Gulf Ports. St. Louis was permitted to intervene in the pleadings in the case then before the commission, and asked the adoption of recognized differentials as between the rates to Gulf points and St. Louis. The matter was finally indefinitely postponed by the Commission, leaving the condition of the rates to St. Louis unchanged, but giving St. Louis a standing in the case if it should be re-opened at any future time. Again in September Mr. Leeds attended a meeting of the Interstate Commerce Commission at Chicago in the interest of St. Louis rates.

In December a conference was held in St. Louis with the freight representatives of the Western roads to impress upon them the necessity of protecting St. Louis commerce by an equitable adjustment of rates from Western and Northwestern points. While the desired results have not been fully attained, the matter is having such attention as we trust will result in securing for this market equitable rates as compared with competing cities.

MISSISSIPPI RIVER.

In January your Board took an active part in the movement to secure an improvement of the channel of the Mississippi River by a contract between the United States Government and Messrs. Isaac M. Mason and Web. M. Samuel, citizens of St. Louis and members of the Exchange.

While this movement was not successful, it resulted in the adoption by the Government of the dredge boat plans advocated by Messrs. Mason and Samuel, and several boats are now being operated, and others are contracted for, and it is believed that the dredge system, when fully under way, will result in keeping the river open to navigation during all periods of low water.

Again, in December your Board co-operated with New Orleans and other river cities in presenting to the General Government the necessity of closing the crevasse in Pass a L'Outre at the mouth of the river, for the preservation of the passes.

Your Board has continued the policy pursued heretofore by the Exchange in being represented at all gatherings of a commercial character, and consequently sent delegates to the meeting of the National Board of Trade, held at Washington, January 28th; to the meeting of the National Transportation Association at Chicago, March 19th; to the meeting of the South and West Grain and Trade Congress held at Charleston, S. C., April 29th; to the conference held at Indianapolis, December 1st, to advise as to calling a general convention to consider reforms in our Currency System; to the Arkansas River Improvement Convention held at Fort Smith, Ark., December 15th; and also appointed delegates to the Monetary Convention to be held at Indianapolis, January 12th, 1897.

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The Board also sent delegates to the meeting of Central Passenger Committee in March to urge the adoption of a five thousand-mile interchangeable mileage ticket, and to the Charities and Corrections Convention, held in St. Louis, December 21st.

Your Board has given attention to matter of National, State and City legislation, and has endorsed and recommended such measures as seemed for the general good. Among these were petitions to Congress endorsing the bill "to create an executive department of commerce and manufactures;" advocating reciprocal trade relations with the Latin American States; approving an amendment to the navigation laws for the protection of shippers; protesting against certain proposed amendments to the Interstate Commerce law not deemed desirable; requesting the Honorable Secretary of the Interior to take such action consistent with law as would open up Indian lands to settlement.

In local legislation your Board favored street improvements and the placing of signs upon the streets of the city.

Your Board also submitted for the consideration of the National Board of Trade, resolutions in reference to reciprocity, protection of the passes at the mouth of the Mississippi River, and the establishment of a Department of Commerce and Manufactures.

MEETINGS OF THE EXCHANGE.

A meeting of members was held on March 12th in the interest of river improvement and the Mason and Samuel bill then before Congress.

On March 26th a conference was held with the Honorable Railroad and Warehouse Commissioners of Missouri and an arrangement for a better grading of grain secured.

On May 28th, at a meeting of the Exchange, subscriptions were received for the relief of the sufferers by the tornado of the previous evening, and a committee appointed to solicit further subscription.

During the year the Exchange has been visited by delegations and distinguished citizens, to all of whom a cordial reception and welcome was extended. Among those thus received were the following:

January 29.—Lumber Dealers of Ohio, Indiana and Pennsylvania.

February 1st.—Commercial Club of Oklahoma City.

February 1st.—Mrs. Anna Sneed Cairns, Principal of Forest Park University.

April 20th.—Hon. B. R. Tillman, United States Senator from South Carolina.

June 15th.—Hon. Chauncey M. Depew, President New York Central Railroad.

August 26th.—Hon. David R. Francis, Secretary of the Interior.

August 28th.—Senor Jose Ives Limantour, Secretary of the Treasury of Mexico.

September 8th.—National Hay Association.

September 17th.—Hon. Wm. O. Bradley, Governor of Kentucky.

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The Exchange rooms were closed during the year as follows:

January 1st. —New Year's Day.
February 12th. —Lincoln's Birthday.
February 22nd. —Washington's Birthday.
April 3rd. —Good Friday.
May 30th. —Memorial Day.
July 4th. —Independence Day.
September 7th.—Labor Day.
October 8th. —Thursday of Fair Week.
November 3rd. —Election Day.
November 26th.—Thanksgiving Day.
December 25th.—Christmas.
December 26th.—.....

Your Board considers it a matter of congratulation that, notwithstanding the continued business depression of the past three years, the membership of the Exchange has been fairly prosperous, no failures of any moment having occurred, and that the outlook for the future is encouraging. Probably no other large city has felt the hard times less than St. Louis, and the standing and solidity of its commercial, manufacturing and financial institutions is unquestioned.

Your Board has endeavored faithfully to discharge the trust committed to it a year ago, and desires to express its appreciation of the aid received from the various committees. The long continued term of faithful service of the Secretary and his associates is their highest testimonial of duty performed, to which this Board takes pleasure in adding its testimony.

FOR THE BOARD OF DIRECTORS,

C. H. SPENCER,
President.

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REPORT OF THE TREASURER FOR 1896.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand, January 1, 1896	$ 2,446 86
Received from Transfer fees	610 00
" " Assessments	48,300 00
" " Rent of Call Board chairs	425 00
" " Rent of Drawers	632 10
" " Rent of Transportation desks	150 00
" " Rent of Telegraph counters	690 00
" " Rent of Stock and Bond Brokers chairs	120 00
" " Sale of Samples and Sweepings	83 80
" for Interest	71 94
" " Old Furniture sold	6 50
	$53,535 70

EXPENDITURES.

Salaries	$23,459 00	
Telegraph Account	11,754 66	
Real Estate Account	3,800 00	
Redemption of Memberships	2,900 00	
Renovating and Painting Hall and Offices	1,856 44	
Annual Report	841 88	
Printing and Stationery	809 55	
Telephones	700 00	
Electric Fans and Wiring	649 95	
Delegations to Washington, account River Improvement	680 75	
Delegates to National Board of Trade	228 20	
" " South and West Trade Congress, Charleston	217 90	
" " National Transportation Association	47 35	
" " Central Passenger Committee, Chicago	16 50	
" " Currency Convention, Indianapolis	35 30	
" " Arkansas Riv. Improvement Convention, Ft. Smith	31 85	
" " St. Augustine, Florida	52 55	
Entertainment Oklahoma City Commercial Club	100 00	
" National Hay Convention	200 00	
Intervention Galveston Grain Rates	252 10	
Assessment, National Board of Trade	260 00	
" National Transportation Association	105 00	
Soap and Towels	523 29	
F. N. Judson, Attorney	500 00	
Renovating Oil Paintings	382 00	
Postage	358 13	
Attorneys Fees and Costs of Court	326 00	
Lunches for Board of Directors	317 60	
Ice	264 85	
Repairs	261 65	
Belcher Water	230 00	
Judges of Election	147 00	
Books, Papers and Price Currents	146 25	
Stock and Weatherboard and Water Cooler	123 50	
Insurance on Furniture	116 25	
Brooms, Dusters, Mops, etc	108 45	
Tin Pans	98 30	
New Chairs	87 75	
Power for Electric Fans	50 76	
Committee on Cleaner Streets	50 00	
Awnings	50 00	
Care of Fountain	50 00	
Taxes	45 10	
Badges for Reception Committee	42 00	
Sundries	159 36	$53,387 17
Balance on hand December 31, 1896		$ 148 53

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REAL ESTATE ACCOUNT FOR 1896.

RECEIPTS.

Cash on hand, January 1st, 1896	$ 68 59
Transferred from Current Account	8,800 00
Received from Rentals	48,881 79
" for Electric Lights	247 94
" " Interest	22 17
" " Radiators and Fixtures sold	24 50
	$ 58,039 99

EXPENDITURES.

Taxes	$ 9,827 71	
Interest on $150,000 00 loan	7,500 00	
Demand note paid	5,000 00	
Employes	6,588 75	
Repairs account of tornado, May 27th	4,912 86	
Ordinary repairs	3,137 81	
Power for Elevators	3,000 00	
Insurance premiums paid	7,575 28	
Interest on demand notes	1,927 37	
Coal, 23,474 bu	1,276 18	
Water License	971 50	
Elevator Repairs	713 77	
Supplies for Engineer and Janitor	297 88	
Edward Altemus	250 00	
Removing Ashes and Sweepings	188 75	
Elevator Insurance	100 00	
Lightning Arresters	51 50	
Gas Heater	45 00	
Inspection of Elevators and Boilers	31 00	
Sprinkling Tax	18 88	
Gas	9 88	
Printing	8 75	$ 52,931 72
Balance, December 31, 1896		$ 108 27

ST. LOUIS, December 31, 1896.

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1896 and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank, as follows, viz.:

To the Credit of the Real Estate Account	$ 108 27
To the Credit of Current Account	148 53

WM. G. BOYD,
W. B. DEAN,
M. G. RICHMOND,
J. A. JENNELLE. } *Committee.*

ST. LOUIS, January 2, 1897.

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RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS IN 1896.

NATIONAL BOARD OF TRADE.

JANUARY 13TH. The Board appointed Messrs. E. O. Stanard, Wm. G. Boyd, Clark H. Sampson, Clinton Rowell, Henry R. Whitmore, S. W. Cobb, Chas. F. Joy and Richard Bartholdt delegates to the meeting of the National Board of Trade to be held in Washington, January 28th.

MISSISSIPPI RIVER.

JANUARY 18TH. — ADDRESS:

To the People of the Mississippi Valley:

The Merchants' Exchange and Business Associations, representing all the interests involved in the commerce of this city, have for many years urgently appealed to the Congress of the United States in behalf of the improvement of the navigable waters of the Mississippi River and its tributaries, believing that the channel of these great rivers constitutes the natural highway through which the heavy products of the Mississippi Valley can find their cheapest outlet to the markets of the world. Recognizing this fact, the Government has from time to time appropriated large sums of money and adopted definite plans for the removal of the natural obstacles which have presented themselves, and to procure an easy and safe channel to the Gulf. These plans have been on the theory of constructing permanent works, by which a navigable channel when obtained would henceforth be permanently maintained. The benefit of such permanent improvements can scarcely be estimated in their value to the people of the entire country. Their consummation, however, cannot be expected within the next twenty years, and unless increased annual appropriations are made by Congress, it has been asserted by those most familiar with the progress of the work that it will require a much longer time. In the meantime it has been conclusively shown by experimental work, and is the judgment of those whose long experience in the navigation of these rivers entitles their opinion to the confidence of every one, that a navigable channel can be secured by the use of dredge boats and portable jetties, and maintained by the continued application of these means. So great confidence is felt in the practicability and successful

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result of this method of improvement, that some of our citizens have made a proposition to Congress, contained in House Bill 2779, to secure by these means a navigable channel in the Mississippi from St. Louis to Cairo of at least 6 feet in depth and 200 feet in width, and from Cairo to Vicksburg a channel depth of at least 7 feet and 250 in width, on the condition of "no cure, no pay," or that compensation shall be paid them only after this channel is secured and continuously maintained. With great confidence that this plan will secure a desirable navigable channel at an earlier day than by any other method attempted or suggested, the business organizations of this city have with great unanimity recommended this measure to the favorable consideration of Congress.

The representatives of the business interests of our great city, while feeling that the improvement of the Mississippi River from this city to the Gulf, so as to have at all seasons a navigable channel of the character above alluded to as a minimum, would be of great benefit to its commercial prosperity, believe that a greater benefit will enure to the farmers, producers and people in the great agricultural basins of the river and its tributaries by the cheapening of the cost of moving their cereal products to tide-water, because their small value per ton as compared with many other fruits of industry and chief objects of commerce, renders a costly transportation particularly burdensome. Thirteen States bordering on the Mississippi River produced in 1895, 1,785,000,000 bushels of corn, or more than three-fourths of the entire production of the whole country. These States supply the surplus of this crop for export and for consumption in the East, and it is safe to say that 200,000,000 bushels will find a market over 1,000 miles from point of production. The high-water rate from St. Louis to New Orleans is $1.60 per ton, or 1.33 mills per ton per mile, while the rail rate as given by the Interstate Commerce Commission for the whole country was 8.32 mills per ton per mile; but if the rail rate on grain should be reduced one-half it would still cost three times as much to move this grain by rail as by water. By water the rate would be 4 cents per bushel, by rail 12 cents, which on the quantity of corn likely to be moved would constitute a saving of ten to twelve million dollars to the producers in this valley in one year on the corn crop to be moved. It is estimated that the products of the Valley States annually put into distribution over 100,000,000 tons of freight, and if it is estimated what the saving on this alone will be, at the difference in rates, you will have some conception of the benefits which will accrue to the producers by such improvement of the navigable channel of the river as will produce these results, and of the paramount importance of securing them at the earliest day. When you further consider other food products and the product of our forests, mines, quarries, mills and factories, which require to be moved from points of manufacture and production to points of consumption and exportation, you will form a proper conception of the benefit even a slight saving in cost of transportation would confer upon all the population of this valley. That transportation by water can be effected at less cost than

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by any other method, is too well-known to need any argument, and equally well established is the fact it is the best regulator of rates by rail, and applies equally to traffic moved along parallel lines or across it. In the Mississippi we have a water route traced by nature, with a natural motive power along its entire course, affording the means of carrying the heavy products of this valley, which are required to be moved out, bringing lighter freight into it, that is peculiarly adapted to meet the needs of the most productive region of the Continent. If it is to remain forever useless by natural obstacles which man cannot remove, then the Mississippi River has been the most stupendous blunder of Nature. But Providence makes no blunders. The only blunder is made by a Nation which spends its hundreds of millions in constructing artificial highways, when one-tenth the sum expended in the improvement of Nature's highway would have saved fifty times that sum.

Believing that unity of action in behalf of interests that are mutual is the surest way of promoting them, we have addressed you, on this matter so important to our welfare, and beg that you will co-operate with us. This we believe you can best do by impressing upon your Representatives in Congress our great needs, and urging upon them such action as will relieve them at an early day.

MISSISSIPPI RIVER.

JANUARY 18TH. *Whereas*, The Merchants' Exchange and other business organizations, representing every important interest in St. Louis, have adopted resolutions favoring the early improvement of the navigable channel of the Mississippi River according to a plan presented by Messrs. Mason and Samuel in House Bill No. 2779 of the Congress of the United States, and have presented to Congress a memorial asking the adoption of this plan as more likely to produce early and continuous results on terms safe and reasonable to the Government; and

Whereas, The interests of this City, as well as of all parts of the great agricultural basins of the Mississippi River and its tributaries, demand speedy and immediate relief; therefore, be it

Resolved, That we appeal to all the people of this great valley, especially those who produce cereals and whose heavy products suffer most from exorbitant freight rates in reaching points of consumption and exportation, to immediately take such action as to impress upon the present Congress their heavy loss consequent upon delay in the improvement of the navigation of the Mississippi River, and the absolute necessity for immediate and efficient relief.

Resolved, That we again earnestly urge upon Congress early and favorable action upon the bill above mentioned, believing that it promises a remedy and a successful solution of the river problem, as did a similar enterprise by Capt. Eads at the mouth of the Mississippi River.

Resolved, That we authorize our Executive Committee to prepare an address to the people of the great valley of the Mississippi River and its

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tributaries, presenting the matter to them and asking their co-operation by petition to their Representatives in Congress to approve the plan and pass the bill.

Resolved, That the Executive Committee be authorized to prepare blank form of petition to be inclosed with the address, and send to the County Clerk or other prominent person in each of the cities and counties of the States interested, with a request that they procure signatures to said petition and forward the same to their Representatives in Congress for action.

NATIONAL EDITORIAL ASSOCIATION.

JANUARY 20TH. The Board extended an invitation to the National Editorial Association to hold its next annual meeting in St. Louis, and appointed Mr. Henry R. Whitmore to convey the invitation to the Association, then convened in St. Augustine, Florida.

STREET SIGNS.

JANUARY 20TH. The Legislative Committee was requested to co-operate with the Committee of the Real Estate Exchange in petitioning the municipal authorities to provide suitable street signs.

CHARLES L. CHAPMAN.

JANUARY 20TH. Resolutions of respect to the memory of Chas. L. Chapman, prepared by a committee consisting of Messrs. Roger P. Annan, S. A. Whitehead, James Martin, John G. Mittler and E. C. Roennigke, were adopted by the Board.

MISSISSIPPI RIVER.

JANUARY 20TH. The Merchants' Exchange of St. Louis has for many years been foremost in recognizing the great importance of the Mississippi River as a factor of greatest influence in the regulation of transportation rates, and as the great artery through which the surplus products of the West could reach the markets of the world at the minimum cost of carriage.

Consequently, the Merchants' Exchange, through its official Board, has continually urged upon the Congress of the United States the importance of continued and continous improvement of the waterways of the nation, and especially of the parent stream.

The Board of Directors of the Exchange once more calls upon the National Government for aid in making the great river of the West navigable at all seasons of the year (except when closed by ice) and to this end urges upon Congress the prompt passage of H. R. 2779, authorizing Messrs. Samuel and Mason, and their associates to improve the channel of the river by means of dredge boats and portable jetties; the compensa-

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tion therefor to be contingent upon the obtaining and maintaining of a channel 6 feet deep and 200 feet wide between St. Louis and Cairo, and 7 feet deep and 250 feet wide between Cairo and Vicksburg.

In urging this action by Congress, this Board does not wish in any way to interfere with the work of permanent improvement now going on under the direction of the able engineers of the United States Army, but to provide for temporary relief to river commerce pending the permanent improvement of the river.

OKLAHOMA COMMERCIAL CLUB.

JANUARY 30TH. The Board joined with the Business Men's League in the entertainment of the Oklahoma Commercial Club.

EXECUTIVE DEPARTMENT OF COMMERCE.

FEBRUARY 10TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily approve and endorse the bill introduced in the House of Representatives January 21, 1896, by Hon. S. W. Cobb of Missouri, and known as H. R. 4447, "To create an Executive Deparment of Commerce," and especially requests the honorable Senators and Representatives in Congress from Missouri to favor the bill and to endeavor to secure its early passage.

MISSISSIPPI RIVER.

FEBRUARY 10TH. The Board appointed Messrs. H. C. Haarstick, Geo. H. Shields, Lloyd G. Harris, Leonard Matthews, M. J. Murphy, E. C. Simmons, Henry S. Potter, F. J. Wade, Jos. M. Hayes, Nathan Cole, W. C. Little, W. M. Kinsey and Thomas Booth a committee to visit Washington to assist Messrs. Mason and Samuel in their efforts to secure the passage of a bill for the improvement of the channel of the Mississippi River.

STREET IMPROVEMENT.

FEBRUARY 10TH. In view of the fact that good streets are an unfailing indication of municipal prosperity, and add much to the attractiveness, health and comfort of a city; and in view of the political conventions which are to assemble in this city during the coming summer, bringing many thousands of strangers to St. Louis, therefore

Resolved, That the Board of Directors of the Merchants' Exchange do hereby urge upon the city authorities the importance of making a much larger appropriation than heretofore for the cleaning and maintaining of the streets during the coming fiscal year;

Resolved, That the Board of Directors of the Merchants' Exchange heartily endorse the suggestion to adopt the block patrol system in the business districts, and urges its extension to the paved thoroughfares leading therefrom.

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Resolved, That the President of the Merchants' Exchange appoint a special committee of seven to wait upon the city authorities, in conjunction with the committees appointed for a like purpose by the Business Men's League and other organizations, and urge the adoption of the measures set forth in the foregoing resolutions.

Resolved, That we urge the strict enforcement of the street cleaning contracts and of all ordinances relating to street cleaning.

Resolved, That a copy of these resolutions be forwarded to His Honor the Mayor, the President of the Council, the Speaker of the House of Delegates, the Chairman of the Ways and Means Committee of both Houses, the City Comptroller and the Street Commissioner.

In compliance with the above resolutions the following gentlemen were appointed as such committee: Messrs. W. B. Dean, Wm. G. Boyd, William E. Guy, T. B. Boyd, Frank Shapleigh, E. D. Tilton, O. L. Whitelaw and D. P. Dyer.

MISSISSIPPI RIVER.

FEBRUARY 14TH. The Merchants' Exchange of St. Louis has for many years been foremost in recognizing the great importance of the Mississippi River as a factor of greatest influence in the regulation of transportation rates, and as the great artery through which the surplus products of the West could reach the markets of the world at the minimum cost of carriage.

Consequently, the Merchants' Exchange through its official Board, has continually urged upon the Congress of the United States the importance of continued and continuous improvement of the waterways of the nation, and especially of the parent stream.

The Board of Directors of the Exchange once more calls upon the National Government for aid in making the great river of the West navigable at all seasons of the year (except when closed by ice) and to this end urges upon Congress the prompt passage of H. R. 2779, authorizing Messrs. Samuel, Mason and their associates to improve the channel of the river by means of dredge boats and portable jetties; the compensation therefor to be contingent upon the obtaining and maintaining of a channel 6 feet deep and 200 feet wide between St. Louis and Cairo, and 7 feet deep and 250 feet wide between Cairo and Vicksburg.

In urging this action by Congress this Board does not wish in any way to interfere with or retard the work of permanent improvement now going on under the direction of the able engineers of the United States Army; but on the contrary, wishes and urges that that work be prosecuted to a successful completion. But in the meantime, the commerce of the river is lessening year by year, by reason of lack of a navigable channel, and we fear that, unless immediate and continuous relief is given by keeping shallow places dredged out, the business of the river will have entirely disappeared before the results expected from permanent improvement

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work are realized, and we therefore urge the passage of H. R. 2779 in order that temporary relief may be had pending the work of permanent improvement.

NATIONAL TRANSPORTATION ASSOCIATION.

FEBRUARY 24TH. Messrs. Wm. G. Boyd and J. S. Leeds were appointed delegates to the meeting of the National Transportation Association to be held in Chicago, March 19th.

A. W. FAGIN.

FEBRUARY 24TH. Resolutions of respect to the memory of A. W. Fagin prepared by a Committee consisting of Messrs. E. O. Stanard, Alex. H. Smith, E. W. Leonhardt, Michael McEnnis and Henry R. Whitmore were adopted by the Board.

STORAGE OF FIRE WORKS.

MARCH 9TH. The Board appointed Messrs. Nathan Cole, W. A. Hudson and S. H. Brickey a Committee to consider the matter of the storage of explosives within the city limits.

TRANS-MISSISSIPPI AND INTERNATIONAL EXPOSITION.

MARCH 9TH. The Board of Directors of the Merchants' Exchange of St. Louis are of the opinion that the Trans-Mississippi and International Exposition to be held at Omaha, Neb., in 1898, will be of interest and profit to the whole country, and especially to the Trans-Mississippi States, and, therefore, respectfully requests the Honorable Senators and Representatives for Missouri to favor an appropriation by Congress for a National Building and a National Exhibit.

NATIONAL UNIFORM CLASSIFICATION.

MARCH 9TH. *Resolved,* That this Body do not concur in the movement to secure the adoption of the National Uniform Classification, because we regard such a movement as impracticable, and that it will fail of its purpose.

Resolved, That we believe that a classification to reach the purpose for which it is intended must be a product of the requirements of the trade that it serves, and that a country as broad with industries and as diverse as the United States cannot be served by a single standard of classification.

Resolved, That it is our belief that the adoption of such a standard would result in a multiplication of exceptions and utter confusion in the construction of tariffs. In fact, will result in making the class tariffs of the railroads a schedule of maximum figures from which to make commodity exceptions, thereby defeating the very object for which the classification is made.

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INTERCHANGEABLE MILEAGE TICKETS.

MARCH 20TH. *Whereas*, It is reported that the Chicago & Ohio River Railway lines have withdrawn from sale and abolished interchangeable mileage tickets, and that the lines represented in the Central Passenger Committee contemplate taking similar action at the next meeting; and

Whereas, The withdrawal of such mileage tickets would be a hardship to the many commercial representatives, who are among the best patrons of rail lines of travel; therefore,

Resolved, By the Board of Directors of the Merchants' Exchange of St. Louis that the Central Passenger Committee be earnestly requested not to withdraw from sale mileage tickets, but rather to put on sale five thousand-mile interchangeable mileage tickets at the price of two cents per mile, good over all the lines represented in the Central Passenger Committee, with photographic identification and such other restrictions as will protect the railroad companies in the issue and sale of same.

RECIPROCAL TRADE RELATIONS.

MARCH 20TH. The effect of reciprocity treaties negotiated by the Government under the tariff act of 1890 was most favorable to the trade of St. Louis, permitting the exportation to the Latin States of increased quantities of flour, grain, meats, lard, agricultural implements and other manufactures.

The effect of the repeal was to greatly diminish, and in some instances, to absolutely prohibit, shipments to these countries.

In the judgment of this Board the re-enacting of a reciprocity law authorizing the President to negotiate treaties with foreign nations, and especially with the Latin American States, would be of immense advantage, and result in the extension of trade relations to an equal or greater extent than existed at the time of the repeal of the reciprocity act.

Diplomatic negotiations with foreign countries would serve to make known the advantages of this country as a source of supply of breadstuffs, provisions and manufactures, and many other articles of which this country has a surplus, and also bring to the knowledge of our people the markets in which the articles needed here can be obtained at best advantage.

MISSISSIPPI RIVER.

APRIL 8TH.

Hon. G. G. Vest and Hon. F. M. Cockrell, United States Senate:

GENTLEMEN — We would most earnestly protest against the provisions of the River and Harbor Bill, which has just passed the House, in its provision for the improvement of the Mississippi River from St. Louis to Vicksburg. We believe the building of levees should be specially provided for by naming a definite amount to be expended for that purpose, and that the expenditure for the improvement of the navigable channel by dredging should likewise be provided for by a specific amount adequate

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for the purpose. This section of the country has received no practical benefit to the navigable channel of the river after an expenditure of thirty-six million dollars for the general improvement of the river, and insist that appropriations should be so specifically applied as to promise early useful results to navigation.

We would, therefore, most earnestly and respectfully urge upon you to use your best efforts to have the bill amended in the Senate, so that the respective interests intended to be provided for shall each receive a just proportion of the appropriations. And we believe that the appropriation to be expended between Cairo and the mouth of the Missouri should be increased to one hundred and fifty thousand dollars annually for the improvement of the navigable channel by dredging, and we request that the Secretary of War be directed to authorize the use of the dredge boats of the Mississippi River Commission between St. Louis and Cairo whenever the same are not needed below Cairo.

NAVIGATION OF VESSELS, ETC.

APRIL 13TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily joins the New Orleans Cotton Exchange in petitioning Congress to so amend the act known as the Harter Act, adopted in 1893, and entitled "An Act relating to navigation of vessels, bills of lading, and to certain obligations, duties and rights in connection with the carriage of property," as to afford ample and proper protection to shippers of produce or merchandise from American ports against damage from negligence of ship masters or other employes of vessels engaged in the transportation thereof.

DEPARTMENT OF COMMERCE AND MANUFACTURES.

APRIL 13TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily approve and endorse the action taken by the National Board of Trade, at its recent meeting held in Washington, urging upon the Congress of the United States the creation of a Department of Commerce and Manufactures, the Secretary of such department to be a member of the Cabinet.

The immense increase in late years of the internal and foreign commerce of this country, and the unparalleled growth of manufacturing industries warrant the creation of a department to whose care these great factors in the prosperity of our country shall be committed, thus relieving the already over-burdened Departments of State and the Treasury, and securing fuller consideration than can be given to them under existing conditions.

The Board respectfully calls the attention of the Honorable Senators and Representatives from Missouri to the importance of the measure suggested, with the hope that the same will meet their approval and that they will give their support to Senate Bill 2447, introduced by Senator Frye, March 9th, 1896, entitled "A Bill to establish the Department of Commerce and Manufactures."

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INTERCHANGEABLE MILEAGE TICKETS.

APRIL 13TH. The Board appointed Mr. Wm. G. Boyd to attend a meeting of the Central Passenger Committee, at Chicago, to advocate the adoption of an interchangeable mileage ticket.

SOUTH AND WEST GRAIN AND TRADE CONGRESS.

APRIL 21ST. Messrs. H. H. Wernse, Henry S. Potter and O. L. Whitelaw were appointed delegates by the Merchants' Exchange to the meeting of the South and West Grain and Trade Congress, to be held at Charleston, S. C., April 29th.

DENNIS P. SLATTERY.

MAY 11TH. Resolutions of respect to the memory of Dennis P. Slattery, prepared by Committee consisting of Messrs. Louis Fusz, C, H. Albers, P. P. Connor, Frank E. Kauffman and C. O. Dutcher, were adopted by the Board.

E. W. LEONHARDT.

MAY 11TH. Resolutions of respect to the memory of E. W. Leonhardt, prepared by a Committee consisting of Messrs. Louis Fusz, Henry C. Haarstick, Alex. H. Smith, Roger P. Annan and John Wahl, were adopted by the Board.

CIVIC FEDERATION.

MAY 11TH. Messrs. E. O. Stanard, H. C. Haarstick, R. M. Hubbard, Chris. Sharp and J. A. Jennelle were appointed a Committee to attend an informal conference to be held on May 14th, in reference to the municipal reform.

RECEPTION COMMITTEE.

MAY 11TH. The Board authorized the President to appoint a Reception Committee of Fifty, of which the President should be Chairman, to co-operate with the Floor Committee in welcoming visitors to the Exchange during Convention week. The Committee as appointed was as follows:

C. H. Spencer, Chairman; Amedee B. Cole, C. H. Sampson, Wm. G. Boyd, Wm. A. Gardner, Chas. L. Heitzeberg, Sol. J. Quinlivan, Chris. Sharp, Thos. Booth, M. G. Richmond, H. H. Wernse, W. B. Dean, J. A. Jennelle, Geo. H. Morgan, Jos. S. Nanson, T. H. Francis, R. M. Hubbard, J. W. Teasdale, W. B. Archer, Chas. F. Orthwein, Geo. H. Plant, Edw. F. Catlin, P. P. Williams, W. K. Stanard, J. C. Fischer, H. W. Beck, T. C. Taylor, H. G. Craft, Thos. Akin, H. Woolbrinck, Henry R. Whitmore, Jas. Meagher, Chas. A. Cox, C. Marquard Forster, W. T. Anderson, A. Nedderhut, S. A. Bemis, F. D. Woodlock, Oswald Graves, Isaac M. Mason, H. C. Haarstick, O. L. Whitelaw, J. V. Smith, Geo. D. Markhan, David A. Marks, Moses Fraley, A. H. Bauer, C. M. Bunton, M. J. Connor and Alex. H. Smith.

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INTERSTATE COMMERCE ACT.

MAY 18TH. The Board of Directors of the Merchants' Exchange of St. Louis after full consideration of the effect of the adoption of House Bill 8536 and Senate Bill 2967, being amendments to the Interstate Commerce Act, do most respectfully, but earnestly, protest against the passage of the same, as tending to nullify one of the most important sections of the Interstate Commerce Act, viz., the section providing penalties of both fine and imprisonment for violation of the Interstate Commerce law. The Honorable Senators and Representatives from Missouri are earnestly requested to oppose the passage of said bills as detrimental to the business interests of the country.

WILLIAM STOBIE.

MAY 21ST. Resolutions of respect to the memory of Wm. Stobie prepared by a committee consisting of Messrs. Alex. H. Smith, Jonas Hainsworth, Samuel Virden, John C. Bull and Mathias Backer, were adopted by the Board.

JOHN G. SHERIDAN.

OCTOBER 12TH. Resolutions of respect to the memory of John G. Sheridan, prepared by a committee consisting of Messrs. R. S. Young, Henry W. Mack, Chas. H. Schoppe and Fred Diebel were adopted by the Board.

JOHN M. GILKESON.

NOVEMBER 9TH Resolutions of respect to the memory of John M. Gilkeson, prepared by a committee consisting of Web M. Samuel, Alex. H. Smith, John H. Maxon, W. Nichols and John P. Keiser, were adopted by the Board.

J. C. EWALD.

NOVEMBER 9TH. Resolutions of respect to the memory of J. C. Ewald, prepared by a committee consisting of J. W. Kauffman, Web M. Samuel, Sol. J. Quinlivan, John H. McCluney and Geo. M. Wright were adopted by the Board.

CREVASSE IN PASS A L'OUTRE.

NOVEMBER 14TH.

To the President and Board of Directors of the Merchants' Exchange:

GENTLEMEN — Your Committee on Mississippi River Improvement to whom was referred the communication from the associated bodies of New Orleans, in reference to the crevasse in Pass a L'Outre and the necessity for inaugurating a movement for the improvement of the Southwest Pass, would respectfully report:

That at a conference with the New Orleans delegation and members of Congress from St. Louis, also members of the Exchange who are members

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of the Executive Committee on the improvement of Western Waterways, the whole matter was carefully and thoroughly discussed, and your committee have arrived at the following conclusion:

That the crevasse in Pass a L'Outre is a menace to the Jetty Pass, as well as to the Southwest Pass, and should be repaired by the general government at the earliest possible moment.

Your committee, however, are of the opinion that the calling of a convention for the purpose of bringing the matter to the attention of the short session of Congress is neither necessary nor wise at this time, but that in lieu thereof delegations from the various cities in the Mississippi Valley should meet in Washington early in December to bring the matter to the attention of Congress and the Chief of Engineers, and to urge an immediate appropriation for the work as the emergency requires prompt attention; and would recommend that your Board appoint a delegation to co-operate with the repesentatives of New Orleans and other cities.

It is the opinion of your Committee that it would be unwise at this time to agitate the question of the improvement of the Southwest Pass, and that it would be better to defer action until the approach of the next Congress, when the matter should be taken up either by calling a regular convention, or by such other steps as might be deemed most effective.

Yours respectfully,

HENRY C. HAARSTICK,

Chairman.

The report of the Committee was adopted and the President appointed as the representatives of the Merchants' Exchange Messrs. H. C. Haarstick, E. O. Stanard and Jerome Hill.

OPENING OF INDIAN LANDS.

NOVEMBER 28TH.

Hon. D. R. Francis, Secretary of the Interior:

The Board of Directors of the Merchants' Exchange would respectfully call your attention to the accompanying petitions laid before the Board this day as follows:

A petition from the wholesale merchants of St. Louis, requesting that the Wichita Reservations be opened to settlement as provided for in the act of Congress. A letter from A. S. Warren, Rush Springs, I. T., to the Simmons Hardware Co., asking that the Comanche country be opened for settlement. A letter from J. F. McGrath, President of the Business Men's Association, El Reno, Ok., asking that the Wichita and Caddo Reservations be alloted, so they can be opened for settlement in the near future. Also a letter from Mr. E. C. Simmons, forwarding the letter of Mr. Warren.

The Board of Directors of the Merchants' Exchange would respectfully urge you to take such action looking to the opening of the Indian

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lands to settlement and civilization as may be consistent with acts of Congress, and with your authority in the matter.

Not only St. Louis, but the entire Western country would be benefited if these lands could be opened and white settlers allowed to develop same. The Board feels it unnecessary to discuss the question at length, knowing your familiarity with the subject and of the desire of the Western country in the premises, and therefore confidently appeal to you to take such favorable action as the petitioners request.

REFORM OF THE CURRENCY SYSTEM.

NOVEMBER 28TH. By authority of the Board, the President appointed Messrs. E. O. Stanard, Clark H. Sampson and James Campbell delegates to the conference to be held at Indianapolis, December 1st, to consider the advisability of calling a general convention to consider the propriety of creating a non-partisan commission to which should be assigned the duty of formulating a plan for the reform of our currency system.

ARKANSAS RIVER IMPROVEMENT CONVENTION.

NOVEMBER 28TH. The President appointed Capt. Isaac M. Mason a delegate to the Arkansas River Improvement Convention to be held at Fort Smith, Ark., December 15th.

GOVERNMENT CROP REPORT.

DECEMBER 14TH. The Board disapproves of the suggestion offered by the New York Produce Exchange in reference to petitioning the Department of Agriculture to issue the monthly crop reports at 1 P. M. instead of 4 P. M.

NATIONAL BOARD OF TRADE.

DECEMBER 14TH. The Board submitted the following subjects to be considered by the National Board at its next annual meeting to be held in Washington in January.

DEPARTMENT OF COMMERCE AND MANUFACTURES.

Whereas, The immense increase in late years of the internal and foreign commerce of the United States and the unparalleled growth of manufacturing industries warrant the creation of a department to whose care these great factors in the prosperity of our country shall be committed; therefore,

Resolved, By the National Board of Trade, That the Congress of the United States be urged and requested to give this measure the consideration its importance deserves, and to pass Senate Bill 2447, introduced by Senator Frye on March 9, 1896, entitled "A bill to establish the Department of Commerce and Manufactures."

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RECIPROCAL TRADE RELATIONS.

Whereas, The National Board of Trade at its annual meetings in 1895 and 1896 adopted resolutions favoring the re-establishment of reciprocal trade relations between the United States and Mexico, the Central and South American States and the Spanish-American colonies; and

Whereas, The same conditions still exist in our trade relations with those countries; therefore,

Resolved, That the National Board of Trade again calls the attention of the National Government to the importance of the enactment of such legislation as will re-establish and secure to the United States the trade of these Southern republics and colonies.

JETTY IMPROVEMENT.

The improvement of the Mississippi River and its navigable tributaries has received the attention of the general government for many years, and much has been done for the improvement of navigation by the United States engineers by permanent improvement work, and later by use of dredge boats, and also by the building of jetties in South Pass by Capt. Eads, under contract with the government.

The appropriation by the last Congress for the building and maintenance of dredge boats, whereby the channel can be kept open during periods of low water, has proved the most effective means of securing a navigable channel, and it is the opinion of those most interested that the dredge system, when fully under way, will result in securing an open river at all times.

The building of the jetties in South Pass by Capt. Eads, under a contract with the government, opened up the mouth of the river to ocean vessels and has, up to this time, proved adequate for the ocean tonnage coming to that port.

The usefulness of the jetties, however, is now seriously threatened by a crevasse in Pass a L'Outre, which is withdrawing the water from the jetty channel, and causing shoaling at the head of the passes, which is a serious menace to free passage of ocean craft.

The large increase in the size and in the number of ocean craft seeking the port of New Orleans has made it plain to those acquainted with the fact that the present jetties will soon prove insufficient for the passage of the larger craft, nnd that at no distant day the necessities of commerce will require the improvement of the Southwest Pass. The National Board of Trade, therefore, calls the attention of the Congress of the United States to these facts, and would earnestly request:

First:—That an immediate appropriation be made for the closing of the crevasse in Pass a L'Outre for the purpose of maintaining the channel through the jetties.

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Second:—That legislation looking to the improvement of the jetties of the Southwest Pass be originated and the matter be referred to the Chief of Engineers to ascertain the necessities in the premises and the cost of the improvement of the Southwest Pass in the near future.

CONVENTION OF CHARITIES AND CORRECTIONS.

DECEMBER 14TH. The Board appointed Messrs. Leonard Matthews, John W. Kaufman, Samuel Cupples, Henry R. Whitmore and Roger P. Annan delegates to the Charities and Corrections Convention, to be held at St. Louis December 31st.

MONETARY CONVENTION.

DECEMBER 14TH. The Board appointed E. O. Stanard, Clark H. Sampson, C. H. Spencer and F. N. Judson delegates to the Monetary Convention of business men to be held at the City of Indianapolis on the 12th day of January, 1897, for the purpose of considering and suggesting such legislation as may, in their judgment, be necessary to place the currency system of the country upon a sound and permanent basis.

JEFFERSON BARRACKS.

DECEMBER 14TH. The Board appointed Messrs. John W. Noble, E. O. Stanard, Henry C. Haarstick, John W. Turner, James O. Broadhead and W. H. Thomson a committee to protest in behalf of the City of St. Louis against any movement looking to the abandonment of Jefferson Barracks as a regimental post.

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MEETINGS OF THE EXCHANGE.

JANUARY 6TH. Annual meeting.

JANUARY 29TH. Lumber dealers from Indiana, Ohio and Pennsylvania visited the Exchange.

FEBRUARY 1ST. The Commercial Club of Oklahoma City visited the Exchange, and were introduced by Acting President Amedee B. Cole. Mr. C. G. Jones, President of the Club, responded.

FEBRUARY 1ST. Mrs. Anna Sneed Cairns, Principal of Forest Park University, extended an invitation to the members of the Exchange to visit the University on Saturday, February 8th.

FEBRUARY 11TH. The Exchange voted to adjourn on the 12th inst., Lincoln's birthday.

MARCH 12TH. A meeting was called by President Spencer in the interest of river improvement, and the following resolutions were adopted:

Whereas, The Mississippi River is entirely under the control of the Government, and no person or corporation has the legal right to make any improvements without its consent; and

Whereas, The Government has failed through its operations in the past twenty years to provide for navigation at all seasons; and

Whereas, The Mississippi River Commission now admit that the plan proposed by House Bill No. 2779 is feasible, but claims that the work can be done cheaper by the Commission, although after an expenditure of more than thirty millions no immediate relief has been afforded; therefore, it is

Resolved, That we call upon the Congress of the United States to pass the bill now before them, introduced by Hon. S. W. Cobb, and known as H. R. 2779, and thereby grant immediate relief to the great commerce of this valley, that the saving to the industries of this valley will be at least fifty millions annually, and the cost of this proposition will not exceed two per cent of the annual saving; and be it further

Resolved, That, as said bill now before Congress asks for no compensation until the river is open to navigation, the parties entering into the contract will have the incentive to obtain immediate results which will

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far outweigh any considerations of economy, even though such a result might follow if the work was done under the supervision of the Mississippi River Commission.

MARCH 17TH. A meeting was held to consider the question of repealing the rule making No. 2 hard winter wheat deliverable on contracts.

APRIL 2ND. The Exchange voted to adjourn on April 3rd, "Good Friday."

APRIL 20TH. Hon. B. R. Tillman, United States Senator from South Carolina, was introduced by the President and responded briefly.

MAY 28TH. A meeting was held at noon to take action in reference to the tornado which visited St. Louis the previous evening. A large amount was subscribed at the meeting, and a Committee appointed to solicit further subscription.

JUNE 15TH. Hon. Chauncey M. Depew of New York City was introduced by the President and delivered an address to the members.

JUNE 29TH. The Exchange voted to adjourn at 12 M. on Thursday, July 2nd.

AUGUST 26TH. The President introduced Hon. David R. Francis, Secretary of the Interior, who made an address to the members.

AUGUST 28TH. Senor Jose Ives Limantour, Secretary of the Treasury of Mexico, was introduced by the President and made a brief address.

SEPTEMBER 8TH. The members of the National Hay Association visited the Exchange and were introduced by the President. Mr. Blakesley, the President, and Mr. Hobbs of Baltimore briefly responded.

SEPTEMBER 17TH. The President introduced to the members Hon. Wm. O. Bradley, Governor of Kentucky, who delivered a short address.

OCTOBER 5TH. The Exchange voted to close on the 8th inst., being Thursday of Fair Week.

OCTOBER 16TH. A meeting was held for the purpose of raising further funds to relieve the sufferers by the tornado of May 27th.

OCTOBER 30TH. The Exchange voted to close at noon on Saturday, the 31st.

DECEMBER 31ST. The Exchange voted to close on Saturday, December 26th.

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TORNADO, MAY 27, 1896.

The 27th day of May will long be remembered by the people of St. Louis as the day when a great calamity visited the city.

About 5 o'clock P. M. a tornado or cyclone, coming from the southwest, struck the city and passed down the valley south of the railroad track, laying waste an area about two miles wide by three miles in length. The storm was also severely felt in other portions of the city, near the river and north of its general course, but no serious damage was done except upon the river, where a number of boats and other craft were damaged or destroyed.

A heavy rainstorm accompanied the tornado, increasing the horrors of the situation, and seriously impeding the work of rescuing the wounded and caring for the shelterless.

The devastated district was in darkness, all electric light plants having been disabled and miles of poles and wires destroyed. In many places the gas was also cut off. Several fires occurred, which happily were extinguished by the rain. Every street railroad in the city was disabled and traffic completely suspended. The Olive Street Cable Line, however, escaped serious damage and was able to resume service later in the evening, but thousands of people were compelled to walk to their homes in the blinding rain. Railroad traffic was also entirely suspended, no trains leaving or entering the city during the night. The gloom that prevaded the city during that eventful night can better be imagined than described. When the morning broke the full force of the disaster was realized.

As the members gathered on 'Change the one prevailing thought was the desire to extend immediate help to those who had been rendered houseless and homeless. No attempt was made to transact business. At 12 o'clock President Spencer called a meeting of the members and suggested that a subscription be at once started and committees appointed to look after the unfortunate. Although the attendance was slight, many of the merchants being absent engaged in looking after their own homes or those of their friends who resided in the stricken district, the sum of $15,000 was subscribed in a few moments, and a General Executive Committee appointed to prosecute the good work. This Committee met at once and appointed sub-committees to solicit funds, and other committees to distribute relief, with full authority to take charge of the work, and appointed sub-committees.

The St. Louis Provident Association, the St. Vincent de Paul Society, the Hebrew Relief Association, the Ladies Emergency Aid Society, the

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South Broadway Merchants' Association, and others offered their services, and were placed in charge of sub-districts. Immediate relief in the shape of food, clothing, furniture and bedding was freely given, and at the end of two weeks every known sufferer by the storm had been fed, clothed and housed. Then the systematic work of investigation was taken up and relief extended to many who had not applied for aid at the various districts. As nearly as can be ascertained about 8,000 families, representing 40,000 persons, were assisted.

The call of the committee for money to carry on the work of relief was responded to in a most liberal manner by the people of St. Louis, and generous subscriptions were also received from outside the city. The amount received by the Merchants' Exchange Relief Committee and the Re-Building Committee was $267,430.49. In addition $4,101.90 was collected from the public schools, $2,624.37 by the Broadway Merchants' Association, and a very large amount, estimated at over $100,000, was distributed personally by friends and neighbors. A large quantity of clothing, bedding, etc., etc., was also donated, some of which was distributed by the general committee and the balance by individuals. So it is safe to say that aid to the amount of $400,000 was rendered to the tornado sufferers.

It was a matter of both surprise and congratulation that so few persons lost their lives, in view of the great destruction of houses. The official report, as furnished by the Health Department, is as follows:

Killed	138
Drowned from boats	2
Injured and treated from Health Department	92

The following statement, furnished by A. H. Frederichs, President of the Board of Assessors, shows the number of houses damaged and gives an approximate estimate of the property loss incurred:

Number houses considerably damaged	7,263
Number houses partially damaged (not to exceed $75)	1,249
Total	8,512
Loss on buildings	$7,487,200
Loss on personal property (household effects, etc.)	1,191,800
Loss on machinery, stock of merchandise and all property not included in the above	1,560,000
Total	$10,239,000
Buildings entirely destroyed	321
Number of buildings that cost less than $3.000 each	2,651
Number of buildings that cost less than $1,500 each	1,171

The damages, included in the above estimate, to overhead wire systems were $500,000; to churches, $400,000; to schools, $100,000; and to the shipping interests over $400,000.

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REPORT OF THE SECRETARY.

ST. LOUIS, December 31, 1896.

Mr. C. H. Spencer, President:

DEAR SIR: In submitting to you and to the members of the Exchange my Thirty-second Annual Report of the Trade and Commerce of St. Louis, I am happy to be able to show that while the past year, like the two preceding ones, has been one of dullness and discouragements throughout all the land, our city, although sharing in the general depression, has not suffered more, but really less than many other large cities.

The volume of trade has lessened and profits in most all lines have been slight, and in some cases there has been a loss, but taken as a whole St. Louis has held her own, with no failures of any magnitude and with no discouragements as to the future.

I have endeavored in my report to present facts carefully collected from reliable sources as to the general business of the city that does not come under the immediate observation of the Exchange.

The statistics kept in my office, as furnished by the various transportation lines, are carefully collected and can be relied upon as a correct presentation of the trade in those lines.

You have so fully covered the affairs of the Association in the report of the Board of Directors presented at the annual meeting that I need not present them again.

Suffice to say that the Merchants' Exchange stands, as ever, the foremost representative of the business life and activity of the city and is the guardian of its commercial honor and progress. Its twenty-four hundred members represent the business pulse of the city, and are keenly alive to the duties and responsibilities incumbent upon them.

Please accept for yourself and for the of Board of Directors my sincere gratitude for the many acts of confidence and respect shown me during the year. It has been to me one of pleasant association which I shall ever recall with sincere satisfaction.

Respectfully submitted,

GEO. H. MORGAN,

Secretary.

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ST. LOUIS IN 1896.

The City of St. Louis was never so constantly or conspicuously before the people of the United States as during the year 1896. This was mainly in consequence of the conventions held in it, but was also in a large measure due to the manner in which its financial and other institutions passed through the disturbing period preceding the election. During the panic of 1893 St. Louis enjoyed the enviable distinction of being the only very large city in which there was no bank failure. The same might be said in almost the same words with regard to 1896. There has indeed been no failure of this kind in St. Louis for more than ten years. The bank clearings for the year 1886 were $810,000,000. Since then they have increased some fifty per cent, a gain which has been legitimate in every respect, and a fair index of the progress of a city of which it is often said, with truth, that it has never had either a "boom" or a "reaction." Years of plenty cannot, in the natural order of things, be looked for as regular events. The year just closed was a year of anxiety and perplexity throughout the entire country, and it is only fair that St. Louis should congratulate itself on the general immunity from commercial disaster, the comparatively small falling off in business, and the marked progress in so many directions. Of the calamity of May 27th, which excited the sympathy of the entire civilized world, mention is made elsewhere.

The impression has been general throughout the United States that St. Louis trade was suffering less than that of any other large city, and the returns for the year prove this to have been correct. This has attracted to the city both capital and people. Eastern capital in very large sums has been placed in the hands of St. Louis agents for loaning on good real estate security, the rate of interest being as low as 5 and even 4½ per cent. At the close of the year at least $5,000,000 of outside capital was available for lending on these terms, a fact which speaks well for the city's reputation for solidity.

That there should have been a large increase in population under these circumstances is not to be wondered at. The directory estimate claims a gain for the year of about 8,000, putting the present population at about 611,000. For the first time in the city's history a thoroughly reliable means of estimating population between census years was furnished in October. This was the precinct registration under the new election law. The total registration was nearly 134,000, and more than 131,000 citizens were declared eligible to vote at the national election. It is usual to claim five times as many people as there are voters, but the estimate above

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referred to allows but nine persons to every two registered voters. In other words the claim that St. Louis is now in the 600,000 class is evidently well-founded, and there is much to be said in favor of the argument that it ought to be in the million class in less than ten years.

A gratifying increase in the number of inhabited houses is shown by the water revenue returns. The actual receipts from water license were $1,346,721, or an increase of $66,000 over the total for 1895. This increase is nearly five times as great as that reported a year ago.

The city's growth duriug the last sixteen or seventeen years is further proved by the fact that the income from the water during the year 1880 was about $600,000. The annual consumption of water has increased from 9,000,000,000 gallons at the beginning of the eighties to more than 20,000,000,000, and provision has been made for a still further heavy increase. The city now owns 500 miles of water pipe. In 1880, 200 miles of pipe answered all requirements. During the last few years the average expenditure annually for the betterment of the water supply of St. Louis has been about $1,000,000.

No delays have occurred in the construction of the new Water Works at the Chain of Rocks. The plant is already one of the most perfect and complete in the country, with a pumping capacity of 100,000,000 gallons daily. The immense settling tanks have not yet been bronght into general use. It is believed that they will do away with the objection to our water on the ground of its appearance, which is at times muddy. Plans for filtration are also under consideration.

The sewer mileage has been increased to an unusually large extent during the year, and work is now in progress on one of the largest district sewers ever constructed in the city. The excellence of the water supply and sewer system, coupled with the proverbially healthy climate, continue to keep the death rate of St. Louis abnormally low. In 1896 the number of deaths was 9,897. Estimating the population at 600,000 only, this shows a mortality rate of 16.5 per 1,000. Few large cities in the world have a death rate as low as 20.

During the year 3,029 new buildings were erected, and the estimated frontage of the ground thus removed from the unimproved list was 151,500 feet, or more than twenty-eight miles. Building has been more active than street making. While twenty-eight miles of streets have been built up, on one side at least about eighteen miles of streets have been reconstructed, and comparatively new thoroughfares have been opened. The introduction of brick paving on several streets running north and south in the West End, and the increase in the mileage of east and west streets reconstructed on the boulevard plan, have both met with much favor and promise to add materially to the advantages of our city for residence purposes.

The year 1896 will also be remembered as the one in which the underground wire problem was, as is hoped, finally solved. The Municipal Assembly has passed a measure which it is believed will lead to the imme-

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diate burial of the wires, in at least the central portion of St. Louis. The number of applications to the Board of Public Improvements, under the ordinance, has been far in excess of expectation and indicates a general desire on the part of wire-using companies to do for their own sake what all well-wishers of the city have so ardently desired. The overhead wires have long been an eyesore and a source of danger. Visitors who have expressed delight at the city's general appearance and progress have asked in vain why the wires were not buried. In a very few years the question will be unnecessary. The burying of the wires in front of the Union Station has already been accomplished with most satisfactory results.

The suggestions made by the Mayor as to the advisability of a change in the charter, or in the State laws, allowing St. Louis to borrow $10,000,000 for necessary public improvements, has drawn attention to the city's remarkable sound financial condition. The total municipal debt is now $20,647,711, with a total assessed valuation of $345,940,150. The smallness of this debt will be realized when it is remembered that it is much less than the value of the monthly product of our factories, and less than the total annual business transacted in either boots or shoes, dry goods, groceries, or tobacco, to name a few lines at random. St. Louis compares most favorably in this respect with other cities, and has in consequence been able to renew maturing obligations at exceptionally low and constantly decreasing rates of interest.

In spite of delays of various characters considerable progress has been made on the new City Hall, and it is expected that most of the departments will be able to move in during the present year. The Collector and Assessor have been occupying their new quarters in the building for several months. The old City Hall will be closed as soon as possible and the site sold.

The Exposition had another prosperous season, neither the hard times, the counter attraction of political oratory, nor the proverbial ill-luck which superstition would demand of a thirteenth year, reducing the attendance to any appreciable extent. The actual receipts during the Exposition season were in excess of $103,000, and although $10,000 of this went to the Tornado Fund, there was still a handsome balance of profit. Thus was another record broken, for no other city has been able to maintain an annual Exposition, let alone on a profitable basis.

Encouraged by this success, and with a view to still further increasing its usefulness, the directors of this institution have decided to remodel the building so as to provide a permanent auditorium or coliseum. The Entertainment Hall and the North nave will be sacrificed if the plan proposed is sanctioned by the Municipal Assembly. In their place there will be an auditorium measuring about 318 by 192, considerably larger than the arena in Madison Square Gardens, New York. By the substitution of a truss roof for the present one, supporting columns will be made unnecessary, and a clear view for all spectators secured. There is to be a ring suitable for horse shows, circuses, military and other drills, bicycle races,

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athletic entertainments, and so forth. This will be about 222 feet in its greatest length and about 112 feet wide, so that it will also be available for a miniature indoor fair, prior to or during the Exposition season. Without great expense the seating capcity could be increased to 12,000 at short notice, so that another justfication of the title, "the Convention City" will be forthcoming. It is believed that the popularity of the annual Exposition will be increased by the change, as many additional attractions will be possible. Bonds to the amount of $150,000 are to be issued to cover the cost, subject of course to the settlement of necessary prelimnaries and the approval of all interested.

Eighteen hundred and ninety-six was easily the banner year of St. Louis in regard to the number and nature of conventions held in it. The reputation of St. Louis as a convention city had already been established. Thirty years ago a very important river convention was held in the old Mercantile Library Hall, and in 1872 a National Commercial Convention followed. In 1875 there was a National Railroads Convention, and in the following year the Democratic National Convention was held in the Merchants' Exchange Hall. In 1888 St. Louis was again selected for the Democratic Convention, which was held in the north nave of the Exposition Building. Many other important conventions were held during the '80's, including the Cattlemen's gathering, the Knights Templar Conclave, the Grand Army re-union, and other gatherings of special interest, each of them bringing a vast number of people to the city.

The year 1896 was rendered conspicuous from a convention standpoint from the fact that the Republican party for the first time held its nominating convention in the city. A special auditorium was erected for this gathering on a portion of Washington Park, just south of the new City Hall. This building contained upwards of 13,000 seats, was handsomely decorated, and declared to be one of the most convenient convention halls ever placed at the disposal of a great political party. The same hall was subsequently used for the People's Party Convention and for the annual gatheriug of the Democratic National Clubs. These three political conventions established a record for St. Louis, and kept it prominently before the reading public for several months. During the fall there were other conventions of an unusally important character, including those of the Bankers' Association, and of the American Street Railway Association. Many of the Delegates and visitors to these different gatherings had not visited the city for some years and were much impressed with the progress made, particularly in the business section, since they were last here. The following is a list of some of the most important conventions held in St. Louis during the year 1896:

Bicycle Clubs of St. Louis	February 10th.
Knights of Macabees	March 9th.
St. Louis Kennel Club	March 17th.
Mechanical Engineers	May 19th.
National Republican Convention	June 16th.
National Silver Convention	July 22nd.

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Populist Convention	July 22nd.
Catholic Total Abstinence Society	August 5th.
Lumbermen's Convention	September 7th.
National Hay Association	September 8th.
American Cemetery Superintendents' Association	September 15th.
National Bankers' Association	September 22nd.
American Association of Traveling Passenger Agents	September 29th.
Western American Turf Congress	September 29th.
National Democratic Clubs	October 3rd.
National Board of Steam Navigation	October 12th.
Sigma Nu Fraternity	October 18th.
Association of Street Railway Managers	October 20th.
American Gaslight Association	October 27th.
First Annual Horse Show	November 2nd.
National Women's Christian Temperance Union	November 13th.
Society of the Army of the Tennessee	November 18th.
Boys and Girls National Home and Employment Association	December 11th.
Modern Language Association of America (Central Division)	December 30th.
Sigma Alpha Epsilon Fraternity	December 30th.

One of the most satisfactory features of the conventions was the ease with which the immense crowd of delegates and visitors found suitable accommodation. The great increase in the hotel accommodation in St. Louis, referred to in recent reports, proved of great advantage to the city. The local committees of arrangements prepared a register of boarding houses and private residences where visitors could be accommodated outside of the hotels. It is stated that there was accommodation for 30,000 more people than made application, and that there was no uncomfortable overcrowding. This fact, coupled with other advantages enjoyed by St. Louis as a convention city, occasioned much favorable comment, and will lead to the bringing to St. Louis of a large number of important conventions in the future. Just at the close of the year plans were announced for still further increasing the hotel accommodation of the city.

St. Louis has more than maintained its position as the best equipped city in the world in the matter of rapid transit facilities. During the year 57 miles of newly constructed tracks, either within the city limits or in the county, but directly connected with city roads, have been opened opened for traffic. The total single track mileage is now 360, of which 317 miles are within the city limits, and about 43 miles in sections of St. Louis County which are so closely connected with St. Louis as to be part of the city in every respect, save as municipal government and taxation. There has been no change in the cable road mileage, which continues to be a little less than 34 miles. All the new construction work har been done on electric roads.

According to the latest returns, the number of miles of single track operated by each of the large systems is as follows: Union Depot Company, 74.65 miles; Lindell, 65.09 miles; St. Louis & Kirkwood, 10 miles; Missouri Railroad Company, including the Olive Street cable, and the Laclede & Tower Grove Electric divisions, 27.04 miles; Southern

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Railway, 23.57 miles; St. Louis & Suburban, 28.64, about to be increased to 33 miles; Manchester road or St. Louis & Meramec River, 19.35 miles; Cass Avenue & Fair Grounds Company, including the old Cass Avenue, Northern Central and Union lines, 34.47 miles; Citizens' Railway, 16.36 miles; St. Louis Railroad, 28.74 miles; Jefferson Avenue, 6.97 miles.

These figures do not include the mileage of Florissant Avenue extension, the Forest Park & Clayton, the Fourth Street & Arsenal, the Midland, the St. Louis County, and the Delmar & Clayton Company, whose total mileage is about 17 miles.

The most extraordinary feature in regard to the development of rapid transit interests in and around St. Louis is in the matter of county extensions or new roads. A year ago, the only road in operation beyond the city limits which ran any appreciable distance, was the county division of the St. Louis & Suburban between the city limits and Florissant, a distance of nearly 11 miles. This was the old Narrow Gauge road. Early in the year the first electric road through the thickly settled suburban districts and towns, lying between the limits of the Twenty-seventh Ward and the Meramec River, was opened for traffic. This is a single-track line running from the southwest corner of Forest Park in an almost direct line, through the cities of Webster and Kirkwood to Meramec Highlands, a distance of exactly ten miles. The necessity of rapid transit communication through this district had been recognized for some time, and franchises had been in existence for three or four years. The opening of the road was watched with much interest. It was equipped with the most costly cars and from the first day did a very heavy business. Its prosperity was marred by an unfortunate collision, but otherwise it has more than met the expectations of its projectors.

This fact is of interest as indicating the growth of the city in a southwesterly direction. The subdivisions or towns of Shrewsbury Park, Old Orchard, Webster Groves, Tuxedo Park, Webster Park and Kirkwood, with others in the same direction, are practically suburbs of St. Louis. It has been stated repeatedly that a large majority of the householders and owners—there are comparatively few renters—are St. Louis business or professional men, whose interests are entirely identified with our city. The heavy business which the electric road has been called upon to do proves the accuracy of this statement. The entire section lying between the city limits and the western limits of the city of Kirkwood is rapidly becoming urbanized. Franchises have been granted for furnishing light and water and many of the streets are admirably lighted and paved at the present time. The population is steadily increasing, and twice during the year the question of the advisability of extending the city limits of St. Louis has been agitated.

Another county electric road, which is even more strictly a product of 1896 is the Manchester road line. This was constructed during the winter of 1895-96 and opened for operation in the spring of the latter year, The cars on this line run direct from Sixth and Locust streets out into the

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county about a mile beyond Webster. Contracts have been let for extending the tracks out to the Meramec River. This is a double track road throughout, and in order to avoid heavy grades at the crossing of the Missouri Pacific Railroad near Edgebrook, a viaduct was constructed carrying the tracks over the railroad property, and also the River des Peres Valley which parallels it. This viaduct was inspected during the Street Railway Convention in the fall by the delegates in attendance, and all agreed it was the largest viaduct ever constructed exclusively for an electric road. Its entire length is 1,000 feet and its greatest height about 60 feet. It is supported by six heavy pillars, and has been tested to 720,000 pounds. It is of steel construction and cost more than $50,000. Although run in connection with the Suburban road its equipment is entirely new and is the product of local factories. The line not only gives an alternative route to and from Webster and adjoining suburbs, but it also runs througe the subdivisions or sections of the city known as Cheltenham, Clifton Heights, Benton and Ellendale, all of which were formerly dependent entirely upon the steam railways for transportation to and from the business portion of the city. The influence of both of these roads upon the growth of the city and the county adjoining is expected to be marked.

Another electric road, connecting with a city line, and running into the county, which has been brought into prominence during the last few weeks, is the line to Jefferson Barracks. This road runs from the extreme southern limits of the city through a portion of the Government reservation to within a few hundred feet of the barracks.

The Forest Park and Clayton Railway affords direct communication between St. Louis and the county seat of the county of the same name. This road has nearly two miles of track in the city limits, and nearly three miles beyond it. It connects with the Lindell Company at Forsythe Junction, and is of great convenience to professional and business men having business at the courts and offices at the county seat. The cars are operated by electricity.

Another county electric road which has extended its tracks materially during the year is the Midland Company, which connects with the Suburban Road at the extreme western city limits and runs out on Page Avenue. The terminus of this line was formerly at Hanley Road, about two and one-third miles out. More than two miles of additional track were built during the year, and a franchise secured authorizing a further extension to Creve Cœur Lake.

What may be described as the only horse car line in or near St. Louis is the St. Louis County Railway, which connects with the Citizens' and Suburban Roads at Easton Avenue, and runs a short distance towards the suburb of Normandy. Various plans have been announced during the past few months for its reconstruction and extension.

The work of street railway building in the county appears to have only begun. A franchise has been granted by the county court for a road to

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run from the city limits near Gravois Avenue out through the town of Fenton, and thence through St. Louis and Jefferson counties to the picturesque village of Morse's Mills, a total distance of twenty-seven miles. A franchise has also been granted for a north and south road running from South Webster to Baden. The route of this road practically parallels the city limits, from one-half to one mile beyond them.

The city roads have made a substantial gain in the number of passengers carried. The official returns for the year show that the number of passengers carried was 112,181,073, independent of about 10,000,000 rides on transfer tickets. This is an increase of more than 8 per cent as compared with the total for 1895. The figures for that year showed a slight increase over the year preceding. In order, however, to appreciate the extent of the street railroad traffic, and the remarkable progress made during the last few years, it is necessary to remember that the number of fares collected is more than twice as large as it was ten years ago. It is also interesting to note that while at the present time there is not one mile of a street railway in the city of St. Louis operated by animal traction, it is less than eleven years since the first cable road was opened, and but six years since electric power was introduced, almost as an experiment.

There has been comparatively little new construction work in the city limits during 1896, although a great deal of track nearly completed a year ago has been got into perfect order. About five miles of new work has been done on the Suburban-Manchester system, as well as four or five miles on different divisions of the Lindell, whose total mileage is about ten per cent in excess of the total reported last year. During the winter months two of the roads running into the Nortuwestern Wards have been extended. There has been a general improvement in the service. The Olive Street Cable has been given an entirely new equipment, and the old open grip-cars have been superseded by another type. The Southern Electric Company has put in an equipment of long eight-wheel cars and practically abolished the double-train or trailer system.

National trade reports for the year 1896 all record a setback. Some authorities estimate the loss in business at a high percentage; others figure out that the falling off was smaller.

These conditions being national in character, the point to be considered in a faithful review of the local situation is simply to what extent did circumstances, over which St. Louis had no control, hamper its development and injure its trade and commerce. Reliable houses have been consulted in all the leading lines of business, and other sources of authentic information have been taken advantage of. The result is clear. St. Louis trade suffered more or less in 1896. In some lines the loss was heavy; in others it was light. In others again the natural expansion, aided by exceptional enterprise, offset national difficulties, and there was no loss at all. In a few lines the actual cash receipts in 1896 were larger than in 1895.

Summing up the reports from various sources, and comparing them with those of a national character, it may be said with safety that St. Louis

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trade and commerce weathered the storms of 1896 better than any other large city in the Union. As usual this city's trade was the last to realize that there was a panic at all, and the first to feel the rebound which followed the inertia of September and October. By December St. Louis business had once more become normal. During the first full week in December the clearings of the St. Louis banks showed an increase of one per cent over those for the corresponding week of 1895. Those of the entire country were six per cent below the 1895 figures, as compared with an actual, although small, increase in St. Louis. The month ended even better than it began, the total clearings being $112,904,317, a gain over December, 1895, of 3½ per cent. The month's total was the second best on record in the history of the city, and business men, as well as financiers, regard this as an indication that 1897 will not be called upon to pay any debts of doubt left by its predecessors. This fact is still more clearly shown by the magnificent showing of the banks and Clearing House for the first week of 1897. The clearings amounted to $31,679,402, an increase of nearly 50 per cent over the total for the last week of the old year, and of 22 per cent over the total for its first week. A new weekly record was also established.

The total clearings for the year were $1,158,602,359. During some of the campaign weeks, sensational reductions were reported, and it is a matter for surprise, as well as congratulation, that the actual decrease for the entire year was less than seven per cent. The six best years reported by the St. Louis Clearing House have been as follows:

1895	$1,244,323,653
1892	1,231,571,963
1896	1,158,602,259
1891	1,139,599,575
1893	1,139,014,291
1894	1,127,702,906

It will be observed that the difference between 1892—so frequently alluded to as St. Louis' banner year on account of its great real estate activity—and 1896, was but $73,000,000, or less than six per cent.

During the last few days of the year a step was taken which will tend to materially increase the city's clearings. This was the signing of a contract between the Clearing House Association and the Government, whereby St. Louis Sub-Treasury became a member of the Clearing House. The annual transactions between the banks and the sub-treasury are about $180,000,000, and the advantages of the change in the method of settling the indebtedness will be two-fold. It will of necessity increase the volume of the clearings, which have never been as high in St. Louis as the actual business done would seem to warrant; it will also expedite business and avoid the risk of carrying money to and from the banks and the Federal building. It is the latter reason which mainly led to the negotiations, but the former result will be of no small importance.

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Reports from the leading hardware houses indicate little or no falling off in the volume of hardware business. The jobbing in this line is exceedingly large, the business aggregating from $12,000,000 to $13,000,000 annually. There has been no marked attempt made during the year to invade new territory, the conditions of business generally not having justified any heavy outlay in this direction. There has been enough natural increase in the shipping business to about offset the falling off in local trade, and to use the words of the Vice-President of one of the establishments, "the situation of the trade as stated in last year's Merchants' Exchange report has undergone no change worthy of mention." As the business for 1895 was by far the best on record in this line the statement coming from so reliable a source must be considered exceedingly encouraging. Shipments are made to all parts of the country, and those in an Eastern direction are increasing both in number and in value. As explained last year the totals given do not include such accessories to the hardware trade as stamped, granite and tinware, the business of which probably amounts to $2,500,000.

Reports as to stoves and ranges differ. If an average be drawn it would appear as though there was little change to record in the actual volume of sales.

The sporting goods trade, which showed an enormous increase in 1895 over the preceding year, shows a falling off in some branches. There has, however, been an immense increase in the sale of bicycles, and, on the whole, it is stated that the total in the various lines handled by sporting goods houses is a little better than last reported. The bicycle dealers have formed a local Cycling Board of Trade, and the business has assumed proportions of great magnitude. One peculiar feature of it is the blending of the wholesale and retail features. The same houses which ship bicycles, sometimes even in carload lots, sell single wheels to individuals. Prices are much lower on an average than a year ago, though standard prices are still maintained in quite a number of makes or patterns. Notwithstanding this reduction in prices, the total receipts for the year were fully $2,000,000 as compared with about $1,500,000 in 1895, and about $1,000,000 in 1894.

In addition to the exclusive sporting goods houses and bicycles depots a large number of wheels were sold in connection with other trades. Among the lines specially affected by this competition, that in saddlery and harness is prominent, and in some cases old established houses in this line have added bicycle departments. General reports in regard to the saddlery trade, in which St. Louis has for so many years led the United States, are very discouraging. There are exceptions, however, and one house reports no material falling off in business. The depression in this particular line is, of course, national in character.

St. Louis has, still by far, the largest woodenware house in the world. It also leads all cities in the United States in its business in this specialty, the quantity and value of the goods handled being largely in excess of the

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local manufacture. No reports are forthcoming as to the relative business of last and preceding years, but it is stated that if no gain was made there was no serious falling off in any branch.

Reference will be made in another article to the immense business done by St. Louis in tobacco. St. Louis also manufactures a very large number of cigars. It is also becoming conspicuous as one of the largest inland cigar jobbing centers in the United States. One house alone transacted business in excess of a million dollars in 1896. During two months of the year there was an almost absolute dearth of orders. During the remainder of the year business was good, and especially during the month of December. There was a slight falling off in the total volume of business for the year, aggregating between five and six per cent. The total manufactured being 53,134,513 pounds as against 57,447,310 pounds the previous year.

The dry goods business during 1896 was satisfactory. In spite of adverse conditions there was no general falling off in the wholesale and jobbing trade. There was a marked shrinkage during the fall, but there was sufficient improvement during the spring and summer to offset this. During November and December there was a distinct improvement in conditions, and the prospects for the new year are excellent. The number of St. Louis dry goods jobbing houses has been reduced in the last two years by the retirement of two prominent firms, but the trade has been retained to the city, and the existing houses have made enough progress to prevent a falling off in totals.

An unusually large number of traveling men are now out on the road and substantial gains over the trade of last year are anticipated. The most substantial increase in business last year, and indeed during the last five years, was in Texas and the Southwest. In Texas particularly St. Louis has more than held its own against competition. The all-water route from New York was at one time regarded as a serious handicap to St. Louis jobbers, but this has been overcome, and increased business secured throughout the entire State. Corresponding gains have been made in the Southeastern States, and particularly in Georgia, with most flattering prospects. As an evidence of the expansion of this trade in all directions it may be mentioned that one house reports the best gains in Utah and South Dakota.

In retail dry goods it is reported that figures have been close, and that profits have in some instances been smaller. The large department stores do not announce the totals of their annual sales, the figures of which would make very interesting reading. The number of sales is generally reported to have been larger, although any comparison as to volume of business done would be a mere guess. One branch of the business which has improved has been in country orders. The area over which free, or inexpensive, deliveries are made has been enlarged, and what was referred to in last year's report as a "retail jobbing trade" has done a great deal during the last twelve months to justify the expression.

The hat and cap trade during the year was very satisfactory to those engaged in it. Although no increase is reported in the general trade there

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was a gain in some particular lines, notably in the manufacture of stiff and silk hats. St. Louis continues to be the best soft felt hat market in the United States. These hats are principally made in the East and shipped to St. Louis for distribution. The tendency towards manufacturing supplies locally has grown during the year, and electric power has been applied to newly perfected machinery for this purpose. One new factory of substantial dimensions has been opened up and wholesalers in this line have continued to secure more pretentious quarters and greatly increased floor space. The area covered by the distribution continues to be exceedingly large, the Southern and Southwestern trade being perhaps the most profitable and expansive. Judging from orders received during the last month or six weeks the output for the current year should be largely in excess of the best figures yet attained.

Conservative estimates place the approximate aggregate sales of all the drug, chemical and pharmaceutical houses in the city last year at about $20,000,000. A slight decrease, not exceeding 10 per cent, is reported in the drug business as compared with 1895, but the total is much larger than that of four or five years ago. St. Louis has still by far the largest drug house in the United States. In addition to the vast territory already covered by St. Louis drug houses, an excellent trade has been secured in Oregon, North and South Dakota and Minnesota, in which States the growth in business during the last two or three months has been conspicuous. It is also to be noted that in special lines connected with the drug business an increase of a most desirable character has been effected. The demand for St. Louis goods in the East has been better, and several local concerns have established profitable connections in the New England States. The prospects in these kindred lines are excellent for 1897. It is known that stocks have run low in many cases and that larger orders than usual will be result.

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THE MANUFACTURES OF ST. LOUIS.

By JAMES COX, Secretary, Business Men's League.

When the census was taken in 1890 St. Louis was found to be the fifth largest city in the United States in the matter of population, and also fifth in order of the total value of the annual manufactured product. Since then the increase in the output of our local factories has been so rapid that St. Louis has undoubtedly entered into the fourth place. The absorption of Brooklyn by Greater New York, of course, removes the former from the field of individual competition. Six years ago Brooklyn was producing about $40,000,000 annually more than St. Louis. There is little doubt that the increase in the St. Louis output amounts to fully eighty millions, and that at the present time our factories are producing at the rate of about $25,000,000 per month, or $300,000,000 per annum. In 1880 the value of the product in St. Louis was $114,000,000. Then St. Louis was in the sixth place, being led by New York, Philadelphia, Chicago, Brooklyn and Boston, which last city St. Louis, has in point of manufacturing, since outdistanced. Going back still further, it will be noted that just prior to the war St. Louis was the ninth manufacturing city in the country, following three cities besides those already named. The gain has been constant and persistent during the last thirty or thirty-five years, and it has continued steadily during the present decade in spite of the panic of 1893, and the periods of financial uncertainty and want of confidence which have followed it.

It is not the province of this review to trace at any length the causes of the supremacy of St. Louis in manufactures. One or two of them may, however, be mentioned without going into minute detail. The low price of coal and the abundance of the supply from the Southern Illinois coal fields is an argument of great weight with manufacturers in search of new locations. The average price of coal suitable for power-producing purposes is variously stated at between $1.10 and $1.30 per ton. This is far cheaper than regular and reliable quotations in any other large city in the country. In some classes of manufacture, where the cost of the raw material is comparatively light, this difference in the expense incident to the creation of power amounts to a handsome profit on the entire business done.

Proximity to the base of supplies is another reason which cannot be ignored. St. Louis is situated in the center of the great Mississippi

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Valley, aptly and accurately described as the most fertile valley in the world. Vegetable, mineral and indeed all products abound in it, and the supply of lumber of almost every description is especially good. It is frequently said that St. Louis has within a radius of five hundred miles a larger population than can be found in a similar radius of any other city. What would appear to be of more immediate importance is the acknowledged fact that within a day's railroad journey of St. Louis more diversified and abundant supplies needed for manufactures of almost every description can be secured, than within a similar distance, measured either by time or space, of any other city.

That this fact is recognized by the leading financiers of Europe as well as America, is evidenced by the following extract from a letter recently addressed by Baron Rothschild to the Prime Minister of England: "The third great region (of wealth production) is around St. Louis. The soil of all the surrounding States, the coal fields of Illinois and Missouri, the iron and other minerals of Missouri, Arkansas and Oklahoma, the great forest wealth, and the great waterways are the principal factors."

As a distributing point St. Louis also offers the most exceptional inducements to manufacturers. No greater mistake can be made than to attempt to build up a dividing line between the manufacturer, the jobber and the wholesaler. In St. Louis, at any rate, it has been found that almost invariably the greatest progress in manufacturing is made in those lines in which the most energy is displayed and the greatest success attained in jobbing and distribution.

No better illustration of this can be obtained than in our boot and shoe trade. During 1896, 853,252 cases of shoes were received in St. Louis from New England and other factories for distribution through its wholesale houses. From New England alone, St. Louis received about 584,000 cases as compared with only 310,000 cases in 1891, and a comparatively insignificant number in 1885. This enormous importation of manufactured goods from other cities, instead of hampering local manufacturing, acted as a stimulus to it. When the census of 1880 was taken scarcely a solitary shoe factory could be found in St. Louis and even including repair shops and individual shoe-makers, the value of the output was scarcely a million dollars. Last year the value of the output of the twenty-one shoe factories was about $10,000,000. The same could be said of several other lines of manufacture in which there has been a marked increase, although similar goods, manufactured elsewhere, have been imported in much greater numbers.

The central location of St. Louis, its recognized position as the gateway of the West and Southwest, the general tide of immigration into these two sections, and the increased railroad facilities, have not in themselves made the St. Louis manufacturing interests the most important in the city; but they have enabled the enterprise and ability displayed by our manufacturers to reap a just reward.

There is no doubt that the position of St. Louis, as the largest city on the longest river in the world, has also materially helped our manufactur-

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ing interests, although of recent years full advantage has not been taken of what might be, under more favorable conditions, one of the most valuable aids to progress in this line that Providence could provide or human ingenuity devise. The prospect of a six-foot channel all the year round between St. Louis and Cairo will lead to a general investigation of the advantages of river transportation in many lines of manufacture, and will, in all probability, lead to the revival of interest in those few branches of industry which have been allowed to fall away in St. Louis.

One mistake that is frequently made in discussing the manufacturing situation of St. Louis has reference to what was the city's banner year. The year 1892 was the most active year St. Louis has ever known in the way of building and real estate transactions. It was also an exceedingly prosperous one in manufactures, and probably the percentage of gain over the preceding year was greater than it has ever been before. This does not, however, involve the admission that the product of St. Louis factories in 1892 established a record which has not since been broken. There was immense activity in the manufacturing interests throughout the entire city during the first three or four months of 1893, and although there was a material falling off during the latter half of that year, the total product was but little less than that of the very prosperous period which preceded it. In many lines there was no falling off at all, and in 1894 there was a general evening-up. In 1895 there was a general increase in the output, and as it is probable that the year just ended was not on the whole so prosperous, from even a manufacturing standpoint, as 1895, the latter must be described as the best year St. Louis manufacturers individually and collectively have ever known.

The coal receipts in 1892 were 82,000,000 bushels, including soft and hard. In 1896 the number of bushels of coal received was 88,589,935 bushels.

It must also be remembered that during the last three or four years the use of electricity as a motive power in factories has greatly increased, so that, taking coal consumption as a basis of comparison, the year 1895 stands pre-eminently at the head of the list and occupies first place in the roll of honor.

These comparisons are made and figures stated in order to show that when a falling off is spoken of in regard to any particular line of manufacture in 1896, it is a falling off only as compared with the record year of St. Louis' manufacturing. In no line of industry, with the possible exception of those directly dependent upon the building trade, was there a falling off in 1896 as compared with any year except its immediate predecessor. This statement is based upon the reports received from reliable sources, and has been carefully verified.

The magnitude of our manufacturing interests at the present time, taken collectively, may be gathered from the fact that when the last census was taken there were six thousand factories in the city finding employment for about one-sixth of the entire population of St. Louis. The wages paid in 1890 averaged $200,000 per day, and they are now largely in

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excess of that sum. According to the reports of the State Labor Commissioner and other authorities, the number of employes which was reported to be 93,000 in 1890 as compared with 41,000 in 1880, has increased to 125,000 and possibly 130,000. If these figures are correct the number of persons employed in St. Louis factories has increased more rapidly than the entire population of the city.

In many lines of industry St. Louis absolutely leads. It produces more boots and shoes annually than any other city in the country. (The Boston output is much larger, but it includes a number of factories outside the corporate limits, whereas all the St. Louis factories are in the center of the city.) It has for several years led all cities in the United States and in the world in the manufacture of tobacco. It also leads in the manufacture of street cars, stoves and ranges, in many clay burning products, in woodenware, saddlery and harness, carriages, stamped ware, chemicals, blank books, white lead, bags and bagging, and in the higher grades of men's clothing.

Within its corporate limits are to be found several of the largest manufacturing establishments in the world. These include the two largest tobacco factories, the largest brewery, the largest cracker factory, the largest stamped ware plant, the largest terra cotta factory, the largest jeans factory, the largest factories producing press brick, fire brick and sewer pipe, the largest shot tower, the largest iron jail factory. The largest electric arc light plant and the largest incandescent station in this country are both in St. Louis, and there are many other establishments which rank among the very largest in their respective lines.

STREET CAR BUILDING.

The city has held its own during the year in the manufacture of street cars, the output continuing to be larger than that of any other city. A conspicuous feature of this industry has been the good local demand. St. Louis made cars are very popular in several large cities in the East, and the export trade has always been good. During 1896 the increase in the equipment of local roads has been very large, a fact which is appreciated by residents in several sections of the city. Fewer cars have been shipped in from other points, local houses having manufactured more than the usual average. The standard of excellence has been a matter of general comment, notably during the holding of the street railway convention in St. Louis during October. Very large orders have also been filled for Boston and other Eastern cities. The great bulk of the business is now in electric cars, the capacity of the factories being such as to make it easy to build and deliver as many as 3,000 annually. Economic conditions have checked somewhat the great activity which prevailed in this industry during the spring and early summer, but the year closed with exceptionally good profits.

The supremacy of St. Louis in street car manufacturing is not new. The excellent hardwood lumber market has always kept the city to the

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front in this regard. When small horse-cars were in demand this city made them in large numbers, and its factories introduced many improvements of great value. The quality and size of the cars has increased year by year, with this city still taking the lead, until at the present time the value of the annual product runs into several millions, with every prospect of the total soon reaching $10,000,000.

The actual number of cars built in this city during the year was between 2,200 and 2,300, or an almost exact repetition of the figures of 1894. The falling off as compared with 1895 was about 300 in point of the number of cars. It is stated on good authority that this loss represented a smaller percentage than that of the entire output of the United States. It can be easily accounted for by the natural tendency on the part of the street railroad companies throughout the country to curtail expenses and hold back orders during the election campaign. The traffic on the St. Louis roads increased about nine per cent, or more than 10,000,000 passengers, but this increase was not maintained throughout the country.

What is said to be the first dining car ever run on a street railway was built in St. Louis during the year, as well as eight or ten parlor cars, some costing as much as $5,000 each.

Nearly all the steam railroads in the United States have adopted a policy of economy, and as a result the orders for cars and supplies have been below the average. This is an industry which is dependent almost entirely on the general trade conditions of the country. St. Louis has some seven establishments of the first class engaged in this line of business, and it is stated by railroad men that the largest single order for cars ever given out was executed in this city about three years ago.

ELECTRICAL SUPPLIES.

Among the lines of industry which show a distinct gain, as compared with preceding years, those directly connected with electricity and electrical supplies are conspicuous. This is a comparatively new business in St. Louis, and local conditions have naturally aided its development. A careful summary of the trade done during 1896 shows an increase over 1895 of more than twenty per cent. This growth is surprising, but a comparison with the figures of five or six years ago is even more striking. Thus in 1890 the value of electrical supplies sold by St. Louis houses was about $200,000. Last year it exceeded $600,000, or three times as much. The percentage of increase in business of the different houses varies considerably, but all agree as to the prospects of trade during the year just commenced. Local business is good, but the best outlook is in the Southwestern States, which are drawing heavily on St. Louis for electrical supplies. The export business is also growing, and now amounts to about $10,000 a year. The capital invested in this line of business totals about $150,000, an increase of $20,000 over 1895.

These figures do not include the business in incandescent lamps which are manufactured in St. Louis on a large scale and shipped to all parts of the country.

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The most important event in connection with the electrical business during the year was the organization during December of the Kinlock Telephone Company, the St. Louis Electric Construction Company, and the Citizens' Electric Lighting and Power Company. The capitalization of these three companies is $2,853,000. The companies were formed for the purpose of constructing and operating a telephone plant and the furnishing of a telephone system throughout the business and residence section; for the manufacture of articles used by electric companies, including plants and equipment; and for the furnishing of electric light and power. It is announced that the capital for these organizations has been subscribed, and preliminary steps have been taken which will result in the expenditure of large sums of wages locally, and also add immensely to the importance and extent of the different electric industries of the city of St. Louis.

Cotton manufacturing has been revived in St. Louis since the last year. Last winter the Home Cotton Mill on Second and Barton Streets was reopened after having been shut down for some years. The capacity of the plant was doubled, an entire new story being added to the building and costly machinery being introduced. The business of this factory has been confined chiefly during the year to making material subsequently used locally in the manufacture of bags and bagging. This latter is one of the important industries of St. Louis, finding employment for upwards of seven hundred persons with a product largely in excess of a million dollars. There is also in operation in St. Louis a cotton batting factory. Signatures have been obtained locally for stock amounting to $200,000 towards the erection of a large cotton mill in St. Louis, subject to the introduction of capital to the extent of $300,000 by a practical Eastern cotton man. Negotiations are stated to be in an advanced stage, and the addition of cotton manufacturing on a large scale to the city's list of successful industrial enterprises, is looked upon as very favorable. It is singular that the advantages of St. Louis for this class of manfacturing should have been overlooked so long. The low price of coal, the proximity of the cotton fields, the abundance of labor of a desirable character, and the city's excellent distribution facilities, all make it a desirable point for this class of work. The principal objection raised has had relation to the relative humidity which, it is stated, is insufficient. Modern ingenuity has overcome this objection, if it every really existed, by the invention of a device whereby the humidity of the different rooms in a cotton mill can be regulated to a fraction.

In all lines of manufacture dependent upon the building trade a falling off in business is reported. There were large stocks on hand at the beginning of the year, and owing to uncertainty as to the amount of capital forthcoming for building purposes there was quite a reduction in the general output. The planing mills and brick-yards report briefly that they have not had very good years, but that with largely diminished stocks and a better class of inquiry, they look for at least a fair business in 1897. Prices have been on the down grade in these lines for some years. In

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some classes of brick the reduction has been very marked. The supply of clay for brick-yards and similar institutions around St. Louis is regarded by experts unequalled in the United States, and with a general return of prosperity the local brick-yards, some of the largest in the country, will be found equal to any emergency.

In sewer brick, tiles, and similar clay products, business has been better than in brick. There has been a marked increase in the local demand for sewer pipe, in addition to which arrangements have been made for very much heavier shipments into Mexico than have ever been the case before.

There is one branch of industry in St. Louis in which over $1,000,000 is invested, and which is of far greater importance than generally understood. This is the manufacture of coffins and caskets. St. Louis claims to have the largest factory in the world in this line. There are three other factories in the city, and shipments are made to all points west of the Alleghanies, to Cuba, Mexico, Central and South America, and to the British possessions in the north and west. The export business to Europe is growing, and St. Louis will be well represented at the Brussels exposition. Reports from leading houses indicate that the output in 1896 was equal to that of any preceding year.

In the clothing business there was an increase in the volume of the output for the year, but a falling off in receipts owing to the lower range of prices and the increased demand for lower-priced goods. Judging from the amount of cloth used in the local factories last year, the value of the output should have been at least $12,000,000. Estimates as to the actual amount received for it vary from $10,500,000 to $11,000,000. In jeans and other garments for artizans and mechanics, business was very good. In these lines St. Louis leads all cities in the country. The number of factories, excluding merchant tailors and small establishments, is 38. Nearly 9,000 persons are given employment, and the range of remuneration is said to be higher than in most other cities. No "shoddy" is made up in St. Louis. A considerable quantity of cloth is imported direct from Europe, and the best woolens of the country are also used freely.

In the manufacture of hats considerable progress has been made during the year, and further extensions in this line are contemplated.

St. Louis continues to be the greatest tobacco manufacturing city in the country. The capilal invested in one factory alone exceeds $5,000,000. This is the largest tobacco factory in the world, and the second largest is also located in St. Louis. Active progress has been made during the year on a still larger factory in this line of business. This is located on the Dundee Place tract on the 'Frisco and Missouri Pacific Railroads beyond Grand Avenue. Work on this structure was somewhat delayed by the tornado, but is now progressing rapidly. The output of the local tobacco factories is estimated at about 53,000,000 pounds for the calendar year. The value of the product is in excess of $30,000,000. It is stated that when the new factory is completed and in operation, a very large additional in-

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crease in the output will be effected. As already mentioned, a large number of cigars are manufactured in St. Louis, and the cigarette manufacturing industry inaugurated last year has made rapid strides in 1896.

Although not the greatest beer brewing city in the United States, the breweries of St. Louis produce annually an immense quantity of the amber fluid, the output being approximately 60,000,000 gallons. The largest brewery in the United States is located in St. Louis. During the year St. Louis brewers have opened up new agencies in several parts of the country, and also in Africa, South America and Canada. The perfection of the refrigerator car system of transportation makes it possible to ship St. Louis beer into any country and any climate.

One new brewery has been opened during the year, and the total capital now invested in the business is between $17,000,000 and $18,000,000. The number of hands employed exceeds 4,000, and the wages are in excess of $3,000,000 annually.

Increased capitalization is reported in the preparation of patent medicines and proprietary articles. So far as pure chemicals are concerned there was no falling off in the aggregate output which is estimated at about $4,000,000. St. Louis continues to occupy first position in the manufacturing of chemicals in the strict sense of the term. The trade is a somewhat peculiar one in the matter of distribution, and it is stated on the best authority that there is no State in the Union whose leading cities are not visited regularly by representatives of St. Louis chemical manufactories. Only the very largest centers are supplied, the general trade being supplied almost entirely through jobbers. The best outlook for new business is in the South and the Northwest, from which points orders in excess of past averages have been received lately.

The manufacture of blank books is a steadily growing industry in St. Louis. The largest factory of this kind in the United States is located in St. Louis, and goods are shipped to almost every State in the Union, including several east of the Ohio River. Business during the year was up to expectation, and the returns for December show the most gratifying increase on those for the corresponding month last year. During the fall months there was a general holding back of orders, and this coupled with the increase during the last few weeks justifies what might at first blush, appear almost extravagant hopes for 1897. Export business in this line is growing and several good shipments have been made to Mexico and South American points.

In other lines of manufacture a slight falling off in business is generally reported. In the candy business the output amounted to about $2,600,000. The demand for shot was good and business was practically unchanged. In carriages and wagons considerable dullness during the greater part of the year was reported. In agricultural machinery a better business was done than appeared possible at one time, when the prospects were very discouraging. The shipments in this line are very heavy and one firm reports no falling off at all in its business.

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The local output of glass is large, but the greatest factory is outside the city limits. Prices have been low, but the demand for material good. The business in plumbers' materials and similar lines amounted to about $3,500,000. This is less than in 1895, but six or seven times greater than the total of fifteen years ago. Vinegar manufacturing has been quiet with the output in the neighborhood of $500,000,

REAL ESTATE.

By M. R. Collins, Jr., Secretary Real Estate Exchange.

There were 8,791 real estate conveyances recorded during 1896, the total considerations in these transfers amounting to $33,176,750. This includes transfers where the consideration was only nominal. Considering the general business depression which existed throughout the country during the year, St. Louis has made a remarkable good showing in her real estate line, as she has in every other line. During the long period of business depression through which the country has just passed, St. Louis real estate values have remained firm, while in many cities the size of this real estate values have gone to pieces, wrecking fortunes and decreasing the taxable wealth to an enormous extent. St. Louis emerges from the period of business depression with new laurels and brighter prospects than ever. Her record during the panic has caused the knowledge of her financial solidity to become world wide, and as a result, capital throughout the world is now looking upon our city as a desirable place for safe and profitable investment.

While real estate sales have been fewer during the past year, there has been no slump in real estate values. On the contrary, values in the business districts have continued to advance steadily, while in the residence sections they have remained steady with an upward tendency. There have been capitalists ready to take advantage of any depreciation in values caused by the business depression, but they waited in vain, and the heavy sales which marked the close of the year shows clearly that they anticipated a material rise in values during the coming year of which they desired to reap the benefits.

MONEY.

The direct result of the reputation for financial solidity which our city has earned during the past decade, is a building up and strengthening of that financial solidity. Corporation after corporation has established agencies in St. Louis for the loaning of money on St. Louis real estate security and there are many millions of dollars now seeking investment in good real estate paper.

The close of the year finds an abundance of five and six per cent money on the market with a tendency to lower rates on large amounts before Spring.

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POPULATION AND BUILDING.

Population, building improvement and real estate values are so closely allied in the mind of the real estate man that they cannot well be separated in the consideration of the real estate business as a whole. The influence of one upon the other has been strikingly illustrated in the past few years. Immediately following the panic of 1893 the reduction in the price of building material and labor caused builders and speculators to continue their building operations with unabated energy. In the year 1892, the largest in the building annals of the the city, the building was about up with the population. The two years that followed saw the city over built. As a result the number of vacant houses and flats increased materially and rents were cut. Fortunately for the owners of renting property there was no cessation in the growth of the city's population, and this coupled with the fact that building operations during the past two years have not been heavy, has caused a marked decrease in the number of places for rent, and will in the spring leave room for an advance.

The following table will give some idea of the rate at which the city's population is growing:

Year.	Population.
1880	350,513
1886	423,024
1890	451,780
1893	574,569
1896	611,268

The basis upon which the above figures are given is the Directory report, and is on a basis of three to a family, whereas in other large cities it is generally based on five to a family. On a similar basis the population of St. Louis would exceed 700,000.

The report of the Commissioner of Public Buildings for the year just closed gives the following data:

MONTHS.	New Brick Buildings.		New Frame Buildings.		Additions and Alterat'ns	Total Cost.
	No.	Cost.	No.	Cost.		
January	213	$ 980,054	53	$ 20,670	$ 28,214	$ 978,988
February	227	1,112,989	62	33,784	32,692	1,179,415
March	282	1,246,339	58	27,050	22,330	1,295,719
April	248	782,812	89	37,201	31,580	851,698
May	171	544,659	50	29,969	19,309	593,937
June	111	902,580	43	25,989	76,458	1,004,877
July	168	978,253	62	39,160	33,459	1,045,872
August	194	709,286	60	26,121	53,775	789,182
September	174	452,845	69	33,00	29,565	515,412
October	180	441,722	56	20,813	68,390	530,925
November	176	572,246	44	14,445	14,543	601,234
December	199	618,724	40	18,480	15,650	652,854
Totals	2343	$9,287,359	686	$326,634	$420,965	$10,034,908

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The report of the Commissioner gives a good idea of the amount of business that passed through his office during the year, but it fails to give information of the greatest importance to the real estate operator, namely, the class of building improvements. This matter has been handled in a thoroughly practical manner by the Real Estate Exchange. Frame buildings have become so small a part of the city's improvements that they have not been taken into consideration in the following table:

1896.	DWELLINGS.					Flats.	Tenements.	Stores.
	$1,500 and under.	$1,500 to $2,500.	$2,500 to $3,500.	$3,500 to $5,000.	$5,000 and over.			
January	22	32	28	28	5	90	3	25
February	35	29	26	18	13	94	2	40
March	31	54	21	58	22	48	3	28
April	36	30	22	31	26	80	....	37
May	25	15	14	14	11	26	1	44
June	18	7	2	4	8	22	3	36
July	24	10	19	20	7	50	4	16
August	28	21	20	23	16	58	3	18
September	42	26	22	13	10	22	4	32
October	29	22	19	15	18	59	1	11
November	29	16	25	15	26	68	2	16
December	38	21	42	22	17	124	5	31
Totals	357	283	260	256	174	741	31	334

Total Buildings.....1330

From this table it will be seen that there were 1,330 brick dwellings erected during the year, 741 flats, 31 tenements and 334 stores.

In addition to these there were 17 business buildings, 3 office buildings, 14 factories, 11 warehouses, 5 schools, 11 churches, 2 hospitals and 2 apartment houses.

The character of the St. Louis home is steadily improving as is shown by the following table of average costs:

Year.	Average Cost of Each Building.
1877	$1,520
1880	2,050
1885	2,750
1890	3,420
1895	3,920
1896	3,320

ASSESSED VALUES.

The assessed valuation of St. Louis property, a last feature of this reports which clinches all that has been stated above, and gives the reader a fair understanding of just what the growth of the city has been, is as follows:

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Property in St. Louis is usually assessed on a two-thirds valuation. The following table is official:

Year.	Assessed Value.
1877	$181,345,000
1880	160,493,000
1885	207,910,000
1890	248,827,000
1895	325,533,000
1896	341,026,000

The city of St. Louis now stands the fifth in population of this country, and when Brooklyn and New York become one, we shall then rank as fourth in the United States with a bonded indebtedness of less than $22,000,000, and with some of the finest paved streets in the world, and it is acknowledged that we have the best public schools in America.

BUILDING INTERESTS FOR THE YEAR 1896.

By Richard Walsh, Secretary Builders' Exchange.

The building business in the city of St. Louis for the past year has been very fair considering the depression in the general business of the country, and is far ahead of the building done in other cities. Several fine office buildings have been erected and finished in the business portion of the city, and ornaments of fine architectural designs, having all modern improvements, and fire proof in their entirety. The residence portion of our city has been added to and beautified by the erection of magnificent palatial residences, which compare very favorably with similar residences in any city in the United States.

The building business for the ensuing year, 1897, promises to exceed that of the year 1896, many of our leading architects being now closely engaged in making plans for prospective buildings, both public and private. Summing up the whole situation in the building line, the city of St. Louis is far ahead as to the business done in 1896, and the prospects for the year 1897.

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BUILDING IMPROVEMENTS.

Statement Showing the Value of Building Improvements in the City of St. Louis during the year 1896.

Prepared by J. Harry Randall, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

Months.	New brick buildings.		New frame buildings.		Value of additions and alterat'ns to brick and frame bldgs	Total.
	No.	Value.	No.	Value.		
January	213	$ 930,054	53	$ 20,670	$ 23,214	$ 973,938
February	227	1,112,939	62	33,784	32,692	1,179,415
March	282	1,246,339	58	27,050	22,330	1,295,719
April	248	732,812	59	37,201	31,580	841,593
May	171	544,659	50	29,969	19,309	593,937
June	111	902,530	43	25,989	76,458	1,004,877
July	168	973,253	62	39,100	33,459	1,045,872
August	194	709,236	60	26,121	53,775	789,132
September	174	453,845	69	33,002	29,565	515,412
October	180	441,722	56	20,813	68,390	530 925
November	176	572,246	44	14,445	14,543	601,234
December	199	618,724	40	18,480	15,650	652,854
Totals	2,343	$ 9,287,359	686	$ 326,684	$ 420,965	$ 10,034,908

BUILDING PERMITS ISSUED FOR TWENTY YEARS.

	Brick and stone buildings.	Frame buildings.	Total buildings.	Cost.
1896	2,343	686	3,029	$10,034,908
1895	2,862	780	3,642	14,381,060
1894	2,977	876	3,853	11,844,700
1893	2,748	1,089	3,837	12,857,667
1892	3,496	1,286	4,782	16,976,978
1891	2,976	1,459	4,435	13,259,950
1890	2,665	1,329	3,994	13,652,700
1889	2,453	1,091	3,544	9,765,700
1888	2,145	841	2,986	8,029,501
1887	1,842	648	2,490	8 162,914
1886	1,733	491	2,224	7,030,819
1885	2,160	510	2,670	7,376,519
1884	1,989	620	2,609	7,316,685
1883	1,881	520	2,401	7,123,878
1882	1,646	715	2,361	5,010,554
1881	.....	....	1,966	4,448,552
1880	1,507	347	1,854	3,790,650
1879	1,430	534	1,964	3,891,650
1878	1,318	369	1,687	2,579,772

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FURNITURE.

By GEO. T. PARKER, Secretary St. Louis Furniture Board of Trade.

The volume of business in the furniture line for 1896 has been quite as large as that of 1895, which, including manufacturers, jobbers and retailers, amounted to about $15,000,000.

It was expected that the presidential year would have effected business more seriously than it did, other cities seeming to feel its effects to a greater extent than St. Louis.

The advance attained in prices in 1895 was not maintained in many lines. After the election a general stiffening and advance in prices took place in materials in anticipation of the expected revival in business, bringing prices to what they were a year ago.

Our fifty factories, employing about 4,000 men, have been kept reasonably busy during the entire year, the spring months experiencing quite a lively business, followed by a period of slight depression until November, when the factories nearly all reported "busy." It is estimated that the purchases from our home factories by the St. Louis retailers has considerably increased. The estimated output of our factories is $5,000,000, which considering the continued reduction in prices is thought to be fully up to former years. Millions of dollars worth of goods are brought here from other markets which can and should be produced here, and millions more are shipped through and beyond here to many of the great Western cities from points east of us, which should be supplied by this market.

The export trade in the line of furniture has never prospered as in the year 1896. Mexico has been a large buyer, and the smaller Central American Republics have been purchasers — even Hayti, Chili, Brazil and Venezuela merchants have opened accounts. The favorable proposition of several of the South American countries to allow furniture from the United States to enter free of duty will give furniture business an impetus. The Board of Trade of Caracas sent a representative to St. Louis to inform our manufacturers of the offers made and to urge a closer alliance, both commercial and friendly.

The opening of sample rooms of St. Louis products in Buenos Ayres, Caracas and other South American capitals will probably be established ere long.

Goods have also been shipped to Hawaii and Africa. England, Scotland and Holland have each opened correspondence with purchases in view.

The lines of regular steamers to Central and South America from Gulf ports with extremely low rates from St. Louis have become a fact within the year.

The Mexican Railways have added much mileage to their systems, all of which opens to St. Louis profitable commercial fields, which will doubtless be taken advantage of.

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The car seat furniture factory has shipped to many foreign countries, besides having done a large business in this country.

Furniture prices range a little higher than last year in consequence of the advance in materials, with a prospect for higher prices the coming year.

The St. Louis Furniture Board of Trade continues to be of great value in its efforts for the promotion and fostering of the furniture trade and kindred lines, and by reason of it, harmony and co-operation are secured, which brings to St. Louis increased trade and adds directly to the business of its members.

Other cities have complained loud and bitterly, while St. Louis has enjoyed probably a more continuous and more satisfactory trade than most any other furniture market. The car load freight rates to the Southwest, which have insured to our benefit, have been maintained, and the removal of evils in classification have permitted a business which at one time was unobtainable.

The recognition of St. Louis as a great furniture market by other furniture manufacturing centers has induced them to open sample rooms here for the sale of their products.

While there are no new factories to record, the large number here have become more firmly established and more widely known, the plants have been improved, and of the kind of goods made the country does not offer a better market, which has the advantages of the largest hardwood lumber market of the world, cheap coal and unsurpassed transportation facilities.

Stocks carried by country merchants are and have been light during the year. Few speculative stocks have been ordered, most orders being for immediate use to supply commissions.

Failures have occurred to about the usual percentage, but the losses seem not to have fallen heavily upon St. Louis houses.

Collections have been fair to good, especially after election. Few new houses have embarked in the business upon St. Louis territory, but all look forward to good trade for the future and are making preparations for it.

AGRICULTURAL IMPLEMENTS AND VEHICLES.

By J. E. Buck, Secretary Implement and Vehicle Board of Trade of St. Louis.

In common with many other lines, the demand for agricultural implements and vehicles during 1896 fell off considerably compared with other years, sales having been retarded by reason of the low price of agricultural products and the unsettled and unsatisfactory trade conditions which prevailed throughout the year. The business rests solely and directly upon agriculture, and hence is active or inactive, accordingly as agriculture flourishes or wanes. Prices for the staple products of the farm—

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wheat, cotton and corn—remained abnormally low up to about the middle of October, when there was an upward turn in the price of wheat, too late to be of much benefit to farmers—they having sold the bulk of their crop at 46 cents per bushel—and consequently too late to be of material aid to dealers, jobbers and manufacturers of agricultural machinery or vehicles. The price of corn continued extremely low, and owing to the shortage in cotton, the value of that staple was fairly remunerative. What is true of these products is true in a general way of everything that is grown on the farm.

It is not surprising in view of the foregoing that sales of agricultural implements and vehicles for 1896 do not exceed $7,500,000, which is 25 per cent less than the amount sold in 1895, the sales of which year were less than 1892—the memorable year—during which trade reached the zenith of its activity. Since then the production of this line of goods has increased enormously and the demand has decreased correspondingly. About all the land available for cultivation in the territory tributary to St. Louis has been brought under the plow, so that the increase in requirements resulting from the opening up of new markets has practically reached its limit. Manufacturers now must wait until a machine or buggy is worn out before they can sell another one to take its place. Heretofore the home demand was so great that the capacity of factories was taxed to the utmost to turn out enough goods, but a change has come over the scene. St. Louis manufacturers are thoroughly acquainted with the situation, as is evidenced by their efforts to build up closer trade relations with Mexico, Central and South America and other foreign countries. This city is most fortunately located to insure rapid and substantial growth in the implement and vehicle industries, enjoying as does so many natural advantages that are to be found nowhere else.

BOOTS AND SHOES.

By Mr. J. B. Desnoyers, President Boot and Shoe Manufacturers' and Jobbers' Association.

In reviewing the shoe trade for the year 1896, we find that the year started with high prices on leather and shoes, but shortly after the first of the year, leather was cheaper and consequently shoes got to be cheaper, so that really the first half of the year has been a time of shrinkage in values in regard to the boot and shoe trade. Notwithstanding *that*, the trade trade up to the 1st of June has shown a marked increase over the previous year, but during the months of July, August and September, trade was much smaller than the previous year, but reaction set in about November 10th and from that time up to this, values of all kinds have increased and the volume of trade has also increased largely, but owing to

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the three months' depression, our average has been lowered so, that the actual figures for the year 1896 is a little less than for the year 1895. The total number of cases of shoes received from all points out of the city was 853,252. Cases usually run from 12 to 72 pairs per case, and at an average value of $25 per case, making a grand total of $21,331,300.

These figures are only $566,975 less than the year 1895, which was the banner year of the shoe business of this city.

In the number of pairs actually manufactured in St. Louis, the dull times was overcome by the increased capacity of each factory, so that in the season when the factories were running full, products were much larger than ever before.

The capacity of the St. Louis factories is 30,000 pair of shoes per day, but owing to the three months depression, it is estimated that the total for 1896 would be 6,000,000 pairs, at an average value of $1.75 per pair, giving a total of about $10,500,000 worth of boots and shoes manufactured, which added to the amount received from abroad would make the shoe trade of St. Louis in the past year in the neighborhood of $31,000,000.

The present outlook never was better, and it is predicted that the year 1897 will far eclipse all previous records.

From the Shoe and Leather Gazette.

THE SHOE TRADE.

During 1896 there has been no boom such as marked almost the whole of 1895, and contributed so liberally to the splendid showing of that twelve-month. On the contrary, January, 1896, inaugurated an era of depressed leather and shoe values from which we are just recovering. The bursting of the leather inflation bubble, which had lifted shoe prices so high in 1895, was followed by severe depression, which forced downward the prices of shoes until they touched the old level of 1894, and the year witnessed trade conducted on the 1894 plane of values until November, when moderate advances were made necessary by the stiff leather market.

Notwithstanding the many disadvantages and depressing influences under which they have labored, the shoe men have succeeded beyond expectation in making a record that will compare favorably with that of former years. During 1896, up to December 26th, there were received in St. Louis, from all outside points, 853,252 cases of shoes, according to the daily reports rendered to the Merchants' Exchange by all the transportation companies entering St. Louis. Cases range in size from those containing a dozen to the 72-pair size, though the latter is uncommonly large. Estimates are ordinarily based on an average valuation of $25 per case, which is a fair valuation. At this figure the 853,252 cases received in St. Louis in 1896 amounted in cash value to $21,331,300 worth of shoes.

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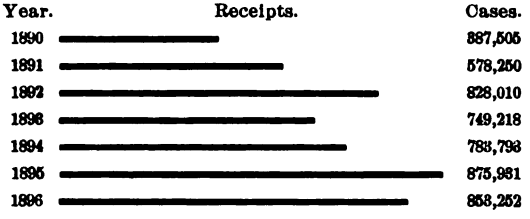
The figure is not far below that of 1895, the receipts last year amounting to $21,898,275, being $566,975 greater than 1896. The best previous year was 1892, when the receipts were valued at $20,700,250, this being the banner year, so far as profit is concerned, in the history of the St. Louis shoe trade. Comparative receipts since 1890 are given herewith:



Among the shoe manufacturers of St. Louis the year 1896 has been less satisfactory than the preceding year. During part of the twelve months, indeed, the factories were practically idle. The increased capacities, however, made up for much of this depression when the demand was brisk, and a careful estimate places the entire year's production at fully 18,000 pairs per day average for 48 weeks to the year, making a total of 5,184,000 pairs of shoes turned out of factories located within the city limits of St. Louis during 1896. During 1895 the output amounted to 5,760,000 pairs. In 1894, 5,250,000 pairs were turned out.

Owing to the fact that St. Louis makes few shoes of the character most heavily affected by fluctuations in the grain leather market, the lower prices have not affected the factory product as they have the heavy lines, and a depreciation of five cents per pair covers this and more. Estimating the factory output, then, at $1.75 per pair, being five cents less than the basis a year ago, the value of the 5,184,000 pairs of shoes made in this city is found to be $9,072,000. In 1895 the manufactured product was estimated at $10,368,000; in 1894, $8,662,500; in 1893, $8,550,000, and in 1892, $9,375,000. The year 1896, therefore, occupies third place in manufacturing. Under the adverse circumstances this is a better showing than could have been expected.

ST. LOUIS AS A SHOE MARKET.

During the year just closed the shoe trade of St. Louis, both in jobbing and manufacturing, will aggregate the good, healthy total of $30,403,300. The year 1895 exceeded this sum, the year's business amounting to $32,266,275. No previous year reached this figure by a considerable margin.

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SPANISH-AMERICAN TRADE OF ST. LOUIS.

By Geo. T. Parker.

It is doubtful if any line of business for 1896 shows the growth and steady increase as that of the export business of St. Louis to Mexico, Central and South America.

The exports from the United States to these countries of manufactured goods alone increased 25 per cent, as shown by the United States Treasury statistics:

MANUFACTURED GOODS.

Total volume for year ending June 30, 1896..	$228,489,893
Total volume for year ending June 30, 1895.....	183,595,743
Increase.....	$ 44,894,150

This has its reflex in the St. Louis shipments, which are mostly of her own manufacture.

It is almost impossible to secure St. Louis export statistics. Although this is a port of entry, purchasers usually order shipments to be cleared at the border towns or Gulf ports, and the small railroad towns of El Paso, Eagle Pass and Laredo receive credit for shipments at the State departments of both Mexico and Washington, and not the city where the shipment originates. The case is the same for Central and South America, Cuba and the West Indies, the Consular invoices being prepared and reported from the embarkation point, and thus many large St. Louis shipments are credited to Eastern cities.

It is a matter of no small note that 250 of the larger houses of the city are taking a most active interest in the export trade; this is an increase over a year ago of over two-thirds, and the reports from all these houses are that their business with the Latin-American countries has been exceptionally good, with very bright prospects for the coming year.

The increase in business has called for and secured a great betterment in transportation facilities, especially favorable to St. Louis; connecting her closely with many of the Republics south of us via the Gulf, where heretofore it was impossible to reach these countries except via New York.

The war in Cuba has hindered much the establishment and maintenance of these steamer lines, as well as cut off the immense exports which formerly went to this island. With peace restored the sale of machinery and destroyed materials will be very great, and will mostly come from this country.

A feature of the year has been the adjustment of freight rates to Mexico from the centers of the United States, resulting in St. Louis having the lowest rate she has ever enjoyed. With this important matter adjusted St. Louis is not only the nearest great market where large stocks of goods are carried, but she can also deliver the goods cheaper as well as the most quickly.

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Through the efforts of the St. Louis Spanish Club and Export Association, St. Louis has secured local Consuls for three more of the Latin American Republics, viz.: Guatemala, Honduras and Venezuela, in addition to those of Mexico, Brazil, Costa Rica and Argentine. These appointments show the desire on the part of these neighbors of ours for closer business relations.

Formerly the mails had few letters for St. Louis merchants bearing foreign stamps and postmarks. They are now so numerous that they cease to be a matter of remark. The translations registered from Spanish into English have within the year increased about 300 per cent.

Many important visits by representatives and merchants from foreign countries have been made to this city during the year, and numerous have been the initial efforts, by personal solicitation, of St. Louis merchants in this new territory which they had heretofore deemed out of reach.

The desire for closer business relations with the United States was demonstrated when Brazil, Uruguay and Paraguay, early in the year, invited representative manufacturers of the United States to visit their countries as their guests, the first act of such a character upon the part of a nation. The object was to acquaint our manufacturers with the wants of their people. These Republics and Venezuela have now declared a large class of United States manufactured articles to be free of duty until after sale shall have been made, thus enabling our manufacturers to ship and carry goods there without the great additional cash advances for duties.

The accessibility of Mexico, by reason of great activity in railroad building, has increased in a remarkable degree, most of the large towns can now be reached by rail or water.

Yucatan is one of the newly successfully invaded territories, and Hayti, the black republic, has been quite a liberal buyer here. The exchange of friendly courtesies and investigation of the wants of each other continue, and the merchants and manufacturers are brought to better understandings.

The Associated Press telegraphic reports were extended into Mexico in 1896, thus affording all Mexican newspaper readers daily information of United States events, and we likewise have in exchange the record of the doings of all Mexico, thus familiarizing each other with all important occurrences.

The investments by St. Louisians in Mexico, Honduras and Guatemala continue, nntil there is probably no American city so largely interested, especially in Mexico.

At the Union Station, the *entre-pot* for all foreigners, has been established a Spanish interpreter, who is present at all incoming trains to extend an invitation to all who may wish to avail themselves of the facilities of our local organization where may be found late files of papers from all leading Spanish-American cities, and special information in regard to our own city and her business houses.

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It is worthy of note that the export business interests all lines of trade, as is demonstrated by most of the local commercial organizations establishing an export trade committee, whose reports have been of great interest.

A handsome book in Spanish, illustrating St. Louis and setting forth her advantages as a city in which to make purchases, has been issued by the Spanish Club and Export Association, and is expected to be of great value to our business interests.

It is thought that by the early efforts of those who have fostered the Spanish-American export business of St. Louis, a permanent foundation has been laid for St. Louis as one of the greatest of American export cities.

GROCERIES.

The past year has been one of varying influences and conditions that completely disorganized any systematic plans for an aggressive business policy. The general lack of confidence was largely due to political disturbance. The question of our future financial policy was in the balance; the income of our Government less than its expenditures, and the effect upon our values, while felt probably less in St. Louis than many other markets, largely on account of the stability of our financial institutions, curtailed the amount of business, or at least the percentage of profit.

Eighteen hundred and ninety-six will probably go down in the annals as the year of low values. Coffees, teas, sugars, canned goods, and all farinaceous goods shared in the general depression, and the outlook for the new year has at least the redeeming feature that we have reached a point below cost of production in many instances, and the future has in store nothing but betterments.

COFFEES.

The high prices of the previous two years stimulated production until the supply exceeded the demand, and resulted in low prices. The world's supply for 1896-7 is estimated at 14,000,000 bags, while the deliveries for Europe and the United States have only exceeded 11,000,000 bags by a small number. The following table shows the deliveries in the United States for 1895-6:

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DELIVERIES OF COFFEE.

	1895.	1896.
January	428,318	424,646
February	377,126	365,134
March	388,007	426,036
April	302,114	379,593
May	397,217	284,313
June	375,390	291,215
July	348,216	319,358
August	391,456	333,187
September	322,634	445,022
October	443,424	426,970
November	342,721	445,222
December	319,740	*409,233
Totals	4,436,363	4,549,929

* Partly estimated.

The Brazilian crop is estimated at 8,000,000 bags, and if the present views prove correct, the outlook is for a lower range of values; but the reverse may be the result, with new predictions as the season advances.

TEAS.

With the opening of 1896 the supply of teas seemed largely in excess of the demand, but, as is usual in such cases, a deficiency was evident as the season advanced, which resulted in a decided advance on all grades in the fall, and a light demand until the close of the year.

SUGARS.

During the past fifteen years the consumption of sugar in the United States has doubled, the consumption in 1880 being 993,000 tons, against an average consumption the past three years of 2,000,000 tons. On account of a supposed deficiency in supply, through loss of the Cuban crop, a speculation was started that resulted disastrously to the organizers, as they failed to consider other sources of supply, and suffered the consequences. January 2, 1896, granulated sugar cost, net cash, 4.72; in April 5.20. The lowest price of the year was in October, 3.86, and the year closed at 4.00.

RICE.

The year opened with very low prices, and a declining tendency in values until May, when the reduction in acreage showed the supply would be much reduced. In September the storm throughout the eastern rice district was so destructive that prices have steadily advanced until at present domestic grades are higher in price than imported.

The general grocery business has been fully up to the average the past year, and the progressiveness and conservatism of our market are bearing fruits through the influence of the knowledge of the stable character of our merchants, and to-day St. Louis stands before the world pre-eminent as the greatest and best distributing point for all staple groceries, domestic and California dried fruits, beans, etc.

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From the Interstate Grocer.

OUR ANNUAL REVIEW—THE BUSINESS OF ST. LOUIS IN GROCERIES AT WHOLESALE FOR THE YEAR 1896—COMPARATIVE FIGURES.

The conditions of trade during the past year of political turmoil and excitement have in the grocery line somewhat unfavorable, showing in some lines decreased shipments. This is largely attributable to a closer inspection of credits and an indisposition on the part of the wholesale trade to be liberal in their extension of credits until the "financial question" should be definitely settled. The condition in St. Louis was somewhat similar to that in other markets in the United States, and, therefore, not exceptional.

SUGAR.

	Barrels.	Bags.	Hhds.
Receipts, 1896	448,105	253,919	1,298
Shipments, 1896	293,469	223,159	856
Receipts, 1895	419,703	351,842	3,127
Shipments, 1895	330,561	255,780	1,727

The above are figures compiled by the Merchants' Exchange of St. Louis. They show that receipts of sugar in barrels, usually refined grades, have increased somewhat, while the receipts of sugar in bags, generally confined to imported refined grades, and in hogsheads, have fallen off. The shipments for 1896, however, have fallen off heavily, showing a larger consumption of sugar by the city of St. Louis and probably a larger stock in jobbers' hands January 1, 1897, than at the cosresponding date for 1896.

REFINED SUGAR REVIEW 1896.

It will be observed that the increase of receipts of sugar at St. Louis have been important while there has been a decrease of shipments. That would apparently show an increase in the local or St. Louis consumption of nearly 60 per cent, but that is to be accounted for by somewhat larger stocks on hand and a larger demand for sugars in St. Louis for manufacturing purposes:

The year began with granulated at 4.72c per pound, net cash. The price advanced to 5.20c in April, the highest price of the year, against 4.72c the highest in 1895. From this point there was a steady decline to 3.86c in October, and the year closes with granulated at 4.10c. The average price of granulated for the year was 4.53c per pound net, against 4.152c in 1895; 4.12 in 1894; 4.812c in 1893; 4.641c in 1892; 4.461c in 1891. The higher price in 1896 is directly due to the absence of the Cuba sugar crop.

The difference between centrifugals and granulated in 1896 was .906c per pound, against .878c in 1895; .88c in 1894; 1.16c in 1893; 1.035c in 1892; .828c in 1891. The importation of foreign refined has increased from 27,226 tons in 1895 to 64,500 tons in 1896. American refiners have not sufficient protection to keep out foreign refined, and as the quality of the foreign improves, it finds its way here in larger quantities.

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MOLASSES.

	Barrels.	Kegs.
Receipts, 1896	16,830	1,808
Shipments, 1896	57,657	27,632
Receipts, 1895	20,997	306
Shipments, 1895	71,587	26,294

These figures are apparently somewhat inconsistent, but they represent in the large aggregate of shipments over receipts the product of local refineries and blending establishments, and the output to some extent of corn syrups or glucose, not classified in the receipts as molasses, but usually shipped out under that classification after blending.

COFFEE.

An astonishing increase in the receipts of coffee is shown by the Merchants' Exchange figures and an important falling off in the shipment of coffee in bags. The figures are as follows:

	1896.	1895.	1894.
Receipts, sacks	403,388	259,289	246,612
Shipments, sacks	262,210	304,774	309,407

The increase in receipts and the figures are those of the Merchants' Exchange taken from the manifests of railroads and vessels, and are accurate. The coffee dealers themselves were surprised and at first disposed to discredit the figures, but on consultation and a verification of the business by estimating that of the various houses have concluded that the receipts are correct; all kinds of coffee, of course, being included, that comes in original bags. No account is taken in the receipts of coffee that arrives in cases or other packages than bags. The solution of the matter is that there has been an enormous increase in the roasted coffee business of St. Louis in a few years past, and the results are just beginning to show. We have a dozen large establishments in St. Louis making a specialty of the roasting of coffees, and their influence has been to vastly increase the trade in coffees, the process being to gradually convert St. Louis into the greatest interior coffee distributing market in the world.

The figures as to the shipments of coffee are delusive, as only the shipments in bags green and roasted are compiled. Probably one-half the shipments of coffee from this market go out in barrels, cases and cans or canisters, and the tendency in that respect accounts for the apparent inconsistency of our enormous increase in receipts and an apparent falling off of shipments.

CANNED GOODS.

The distribution of canned goods at St. Louis for 1896 is said to have been fairly equal to that of 1895 in most lines and larger in the staple lines of corn and tomatoes, owing to the very low prices of those staples which have prevailed. Stocks in packers' hands in the West on January 1, 1896, are reported to be somewhat larger of corn and about the same on canned tomatoes, as at the same date in 1895, but a rapid reduction is reported as likely during the early months of the spring trade.

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GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1896	1,298	448,105	.....	258,919	856	298,759	223,217
1895	3,127	419,703	.....	351,842	1,780	330,772	255,780
1894	1,979	458,459	.....	377,840	1,422	419,121	233,964
1893	2,508	491,985	.....	414,889	2,212	415,458	264,905
1892	1,912	419,016	545	435,121	1,311	324,138	309,986
1891	3,085	533,106	.....	370,971	1,651	368,359	261,446
1890	2,474	338,280	357	144,407	722	213,292	114,946
1889	2,708	346,649	548	332,084	1,153	253,750	249,984
1888	30,650	297,922	.....	98,396	3,101	332,729	43,133
1887	6,590	316,281	1,569	11,942	615	258,286	1,889
1886	32,887	242,075	791	105,580	771	330,349	2,463
1885	12,172	297,397	100	1,614	1,621	217,678	2,524
1884	22,294	216,821	20	190,990	1,258	276,475	4,454
1883	43,354	191,754	.....	26,560	1,590	281,061	9,663
1882	42,887	179,900	102	84,672	1,921	319,034	19,581
1881	58,535	128,398	320	15,108	2,853	294,796	12,171
1880	68,182	126,061	225	779	4,150	331,014	19,426
1879	65,235	89,993	1,224	595	6,615	256,544	33,008
1878	65,004	75,028	7,735	20,792	4,059	250,240	48,013
1877	51,049	66,103	30,494	6,400	5,816	238,090	46,901

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR TWENTY YEARS.

YEARS.	MOLASSES.					COFFEE.		RICE.	
	RECEIPTS.			SHIPMENTS.		REC'TS	SHIP'TS	REC'TS.	SHIP'TS
	Bbls.	Kegs.	Hhds	Bbls.	Kegs.	Bags.	Pkgs.	Sks & bls	Pkgs.
1896	16,830	1,808	.....	57,761	27,632	403,388	262,565	87,690	64,616
1895	21,197	306	.....	71,587	26,829	259,289	304,977	93,039	62,213
1894	32,929	506	.....	118,824	28,557	246,612	309,407	66 576	70,254
1893	26,322	318	.....	70,465	44 871	248,347	290,920	87,959	.....
1892	23,344	475	.....	55,899	36,133	265,096	367,109	110,250	71,894
1891	23,150	292	.....	74,210	28,327	253,154	232 997	87,192	69,510
1890	24,262	1,133	.....	47,269	10,361	222,765	202,810	115,970	58,316
1889	18,979	1,187	.....	39,548	30,736	211,789	196,682	63,653	67,716
1888	22,890	1,269	.....	71,306	48,354	192,940	225,503	74,181	63,116
1887	30,895	19,580	.....	36,611	24,343	184,312	212,819	79,604	50,633
1886	27 720	3,281	.....	24,141	18,810	240,665	205,136	72,079	41,571
1885	25,465	3,772	.....	35.773	24.664	272,119	199,196	63,697	34,700
1884	34,371	7,998	.....	43,119	37,188	270 229	180,493	49,364	45,083
1883	35 955	22,223	23	50.430	48,403	205,573	219,355	56,882	47,539
1882	57,608	68,833	...	74,060	117,573	255,880	254,842	49,305	48,797
1881	52,750	83,419	7	67,655	125 747	245,239	238,616	48 661	50.281
1880	26,248	14,555	77	40,707	37,299	303,649	277,184	39,399	34,606
1879	21,234	3,562	.....	30,035	36.342	267,533	207,938	34,218	28.154
1878	16,426	528	12	32 990	39,240	201,080	196,950	25,600	20,467
1877	13 285	1,894	25	26.524	27,755	197,099	180,696	22,386	26,563

	Year.	Pkg's.
RECEIPTS, TEA	1896	16.157
" "	1895	28.567
" "	1894	72,557
" "	1893	103.529
" "	1892	67,522
" "	1891	46,540
" "	1890	36,889
" "	1889	48,524

	Year.	Bbls.
RECEIPTS, GLUCOSE	1896	69,971
" "	1895	60,010
" "	1894	75,958
" "	1893	59,099
" "	1892	37,142
" "	1891	34,060
" "	1890	44,745

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LUMBER.

By the Lumbermen's Exchange of St. Louis.

In many lines of trade 1896 was year of disaster. Lumbermen suffered probably as much as other business men, and no one branch of the trade or one section of the country was exempt from the effects of the dull times. St. Louis suffered with the other sections of the country, but it is certain that her lumbermen have less cause for complaint than those of any other large lumber market. In the first place there was only one lumber failure during the whole year, and that was so insignificant and the amount involved was so small that less than $1,000 was tied up amongst lumbermen. There were many heavy failures in other lumber markets, but St. Louis lumbermen suffered remarkably little in this respect.

While the receipts of this market show a loss of 32,000,000 feet when compared with 1895, they show a gain of over 100,000,000 feet when compared with 1894. The loss in shipments was less than 3,000,000 feet, while the gain on 1894 was almost 30,000,000 feet. When it is understood that the receipts of this market for the year aggregated over 795,000,000 feet, the loss of 32,000,000 feet is by no means alarming, and the loss of less than five-sevenths of one per cent on shipments which were 395,000,000 feet for the year goes to prove that there was practically the same amount of business as during 1895, and the figures show a heavy gain on 1894. The consumption of lumber by St. Louis builders and woodworking factories during the year was 400,000,000 feet, which is a loss of seven per cent when compared with 1895, and a gain of eighteen per cent on 1894.

During the past four or five years it has been an interesting study to watch the changes taking place in the lumber trade of St. Louis and in the methods of handling the business. To look further back one can see that St. Louis has, during the past twenty years, changed from a market for Northern lumber into a market for Southern lumber. The development of the Southern timber resources has brought this about, and as St. Louis lumbermen were the pioneers in Southern lumber, and St. Louis is especially well favored as regards location and transportation, this is more than ever the leading market for all classes of Southern lumber. This being the case, St. Louis has attracted both buyers and sellers of southern lumber and the past year has seen many new firms open offices, either having removing from other points, started branch offices or started in entirely new to the business. A large number of yellow pine manufacturers have their main offices in the city, and it has really reached the point where it can be said that St. Louis dealers largely control the output of yellow pine. The main trade of some of these wholesalers is in direct shipments from the mills to points of sale outside of St. Louis. Careful inquiry has developed the fact that something over 460,000,000 feet of lumber were handled in this way during the past year. As this is not a

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portion of the St. Louis receipts it brings the of lumber handled by St. Louis dealers up to 1.255,000,000 feet. This is the combined receipts of this market and the shipments from points of manufacture by St. Louis dealers to other markets than St. Louis. The shipments from the St. Louis market were 395,000,000 feet additional.

From the Southern territory directly tributary to St. Louis there was an increase in the receipts, while from the Northern white pine fields there was a heavy decrease. The Iron Mountain Railway is probably the greatest lumber carrier in the world. It brought into St. Louis during the year 32,184 cars of lumber, which is a gain on 1895 of 2,000 cars. The Cotton Belt gained 1,200 cars. The receipts from east of the river show a decrease, heavier freight rates than those west of the river to western points having operated against the Southern manfacturers east of the river, and trade in the west having been better than in other sections of the country. In the shipments out of St. Louis the roads tapping the Western country all show an increase, while the others show a decrease.

St. Louis lumbermen feel that if they can make as good a showing during a dull year as they did during 1896, there is a brilliant future for them. Since 1893 margins on sales have been very close and competition strong, but a decided change for the better is confidently expected for 1897.

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LUMBER.

RECEIPTS OF LUMBER, LOGS, ETC., BY RIVER, FOR 1895 AND 1896.

KIND.	1895—Feet.	1896—Feet.
White Pine Lumber from upper Mississippi river	74,161,399	64,535 400
Yellow " " lower " "	12,400	.....
Ash " " " "	1,313,603	465,400
Poplar " " " "	4,200,711	4,636,700
Oak " " " "	2,072,274	3,221,700
Cypress " " " "	2,497,854	3,255,000
Gum " " " "	213,500	24,000
Hickory " " " "	50,800	38,700
Sycamore " " " "	110,000	28,000
Maple " " " "	.....	.....
Cherry " " " "	.....	900
Cedar " " " "	36,801	410,100
Birch " " " "	4,000	.....
Chestnut " " " "	.....	4,000
Elm " " " "	.....	49,000
Walnut Lumber, from lower Mississippi river and Missouri river	53,600	29,200
Cottonwood Lumber from lower Mississippi river	12,991,200	9,403,800
Mahogany	.....	1,000
Total Receipts by River	97,723,742	86,097,900

RECEIPTS OF SHINGLES, LATH AND PICKETS BY RIVER.

	1895 Number.	1896 Number.
Receipts of Shingles from upper Mississppi river	24,766,937	16,415,200
" Lath " " " "	18,033,570	13,416,900
" Pickets " " " "	1,708,534	312,400
Total	44,509,041	20,144 500

RECEIPTS OF LOGS BY RIVER.

1896, Superficial Feet	9,252,500	1892, Superficial Feet	7,852,880
1895, "	8,673,361	1891, "	5,207 190
1894, "	10,411,105	1890, "	10,095 682
1893, "	6,973,100	1889, "	9,793,776

TOTAL RECEIPTS OF LUMBER AND LOGS.

	1896—Feet.	1895—Feet.	1894—Feet.
Lumber by river	86,097,900	97,723,742	114,227,856
" railroad	681,276,000	703,452,000	549,168,000
Logs by river, about	28,000,000	25,000,000	31,000,000
Total Receipts	795,373,900	826,175,742	694,395,856

TOTAL RECEIPTS OF SHINGLES AND LATH BY RAIL AND RIVER.

	1896	1895	1894	1893
Shingles, pieces	80,528,200	64,185,937	106,782,000	148,589,900
Lath "	13,416,900	18,033,570	31,354,350	27,621 750

	1895.	1896.
Shipments by rail	394,884,000 feet.	391,404.000 feet.
" " river	2,968,000 "	3,638,000 "

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ST. LOUIS MUNICIPAL AFFAIRS.

From the report of the Comptroller.

CONDITION OF THE TREASURY.

The balance in the Treasury at the close of the fiscal year, April 13th, 1896, was $2,463,075.08. Adding to this the amounts due from special funds on account of special taxes remaining uncollected, and the amount advanced to pay judgments not provided for, aggregating $302,296.93, makes the total resources of the Treasury at the close of the fiscal year, $2,765,372.01.

Against the Treasury are chargeable the balances standing to the credit of special funds and accounts, aggregating $2,079,502.01. Deducting this amount from the resources of the Treasury there remains at the end of the year an unappropriated surplus of $685,870 belonging to the respective revenue funds.

REVENUE AND APPROPRIATIONS.

The resources of the revenue funds (income and unappropriated balances, April 9, 1895), was as follows:

Interest and Public Debt Revenue	$1,398,326.18
Municipal Revenue	5,159,279.73
Water Works Revenue	1.395,159.83
Harbor Fund	106,234.84
	$8,059,000.58

BONDED DEBT.

The bonds which matured during the fiscal year, amounting to $1,352,000, were redeemed as they fell due—$346,287.50 out of the revenue of the sinking fund, and $1,005,712.50 out of proceeds of sale of renewal bonds. During the year renewal bonds amounting to $975,000 were issued. These bonds are dated May 1, 1895, due May 1, 1915, and bear interest at the rate of 3.65 per cent per annum, principal and interest payable in gold coin of present standard weight and fineness. The bonds were sold at public letting at $103.15 flat, the best price ever obtained by the city for its bonds.

The bonded debt outstanding at the close of the fiscal year amounted to $20,647,711.55, showing a reduction of $377,000 during the year. The

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outstanding debt is composed of $6,111,000 bonds of the late county of St. Louis, $5,808,000 bonds issued for water works purposes, and $8,728,711.55 of city bonds.

During the ensuing fiscal year no bonds will mature.

The annual interest charges on the debt outstanding April 13, 1896, amount to $890,926.61, or an average rate ot 4.315 per cent.

The city has no floating debt.

SINKING FUND.

The revenue of the sinking fund during the fiscal year amounted to $266,819.05; the balance to the credit of the fund at the beginning of the year amounted to $164,066.62, aggregating $430,885.67 as the total available resources of the year. Of this amount $346,287.50 was expended in redeeming maturing bonds, leaving a balance of $84,598.17 at the end of the year.

The resources of the fund available for reduction of the city debt during the current fiscal year are estimated at about $375,000. As there are no bonds which mature during the current year, the ten-twenty-year option bonds, dated May 3, 1882, and July 2, 1883, have been called in for redemption on November 3, 1896, and January 2, 1897, respectively. The redemption of these bonds will require $293,000.

TAXATION.

The assessed vafuation of property for the taxes of 1896 amounts to $341,087,650, an increase of $14,624,050 over that of the preceding year.

The rates of taxation for city purposes, for the year 1896, remain the same as for the preceeding year, viz.:

	Old Limits.	New Limits, subject to increased rate.	New Limits.
For payment of debt and interest	$ 40	$ 40	$ 40
For general municipal purposes	98	98	60
Total	$1 38	$1 38	$1 00

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POPULATION OF ST. LOUIS.

AREA 63¼ SQUARE MILES.

1830	4,928	1866	204,227
1833	5,000	1870—United States Census	310,864
1830	5,862	1881— " " "	352,522
1833	6,397	1885—Estimated	400,000
1835	8,316	1886— "	450,000
1837	12,040	1890—United States Census	451,770
1840	16,469	1892—Estimate	542,223
1844	34,140	1893— "	574,569
1850	74,439	1894—Directory Estimate	596,157
1852	94,000	1895— " "	608,587
1856	125,200	1896— " "	611,268
1859	185,587		

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY

ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION. Old Limits.	New Limits.
1861	$ 57,537,415	.....	2.40	....
1862	40,240,450	.....	2 57	....
1863	49 409,030	.....	2.42	....
1864	53,205,820	$ 63,059,078	2.60	....
1865	73 960 700	87,625 534	2.76½	....
1866	81,961,610	105,245,210	3 00	....
1867	88,625,600	112,907,660	2 95	....
1868	94,362,370	116,582,140	2 85	....
1869	113,626,410	138,523,480	2.85	....
1870	119,080,800	147,999,660	....	....
1871	123,833,950	158,272,430	2.80	....
1872	129,235,180	162,089,570	2 78	....
1873	149,144,400	180,278,950	2 76	....
1874	141,041,480	172,109,270	2.88.5	....
1875	131,141,020	166,999,660	3 48 5	....
1876	132 785,450	166,441,110	3 42 5	...
1877	148,012,750	181,345,560	2.80	....
1878	140,976,540	172,829,980	2.60	1.35
1879	136,071,670	163,813,920	2 60	1.25
1880	135,824 980	160,493,000	2.60	1.25
1881	139 897,470	167,384,230	2 60	1.35
1882	161,679 250	191,948,450	2 58	1.33
1883	163,479,060	192,563,640	2 55	1.30
1884	178,596,650	210,124,370	2 55	1.30
1885	177,857,240	207,910,350	2.55	1.30
1886	187 291,540	218,271,260	2 55	1.30
1887	184,815,560	217,142,320	2.50	1.30
1888	195,978,250	227,769,980	2 30	1 70
1889	196,185,840	230,338,810	2.20	1 60
1890	214,971,060	248,827,830	2 20	1 60
1891	215,343 980	255,113,690	2.20	1 80
1892	243,239,140	284,518,550	2.05	1.60
1893	242,737,430	287,826 420	2.05	1.67
1894	270 288 800	315 292,560	2.05	1.67
1895	286,098,900	330,486,640	2.05	1.67
1896	296,419,690	345,940,150	2.05	1.67

Old Limits—City Tax, $1.40; State, 25c; School, 40c.....$2 05
New Limits— " 1.00; " 25c; " 42c..... 1 67

For the year 1896 the levy was $2.05 on the $100 for all property in the new limits situated between Gravois avenue, Tholozon avenue and Pernod road on the south, new city limits on the west, Florissant avenue, Bircher street and Survey 281 on the north, and old city limits on the east.

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CLEARING-HOUSE STATEMENT.

Business for the Year 1896 compared with 1895.

MONTHS.	Clearings.		Balances.	
	1895.	1896.	1895.	1896.
January	$ 116,390,713	$ 110,502,181	$ 25,706,048	$ 16,349,115
February	83,461,901	91,037,549	14,992,937	11,084,858
March	99,965,994	97,891,941	17,286,689	13,358,133
April	105,268,058	98,045,622	16,746,544	14,918,943
May	113,645,397	93,472,054	17,913,353	12,316,905
June	101,670,035	92,873,494	16,187,269	12,121,415
July	103,452,679	92,119,083	15,810,568	12,873,694
August	93,001,232	87,662,394	11,782,678	14,059,521
September	97,248,219	88,191,404	10,661,967	9,506,522
October	112,754,702	96,194,530	12,737,429	9,560,266
November	108,450,073	97,707,736	14,713,903	11,580,949
December	109,014,650	112,904,371	12,629,496	14,752,120
Aggregate	1,244,323,653	1,158,602,359	187,168,876	152,482,441

CLEARINGS AND BALANCES.

Years.	Clearings.	Balances.	Years.	Clearings.	Balances.
1896	$1,158,602,359	$ 152,482,441	1890	$1,118,573,210	$ 163,780,098
1895	1,244,323,652	187,168,876	1889	987,522,629	163,461,257
1894	1,127,702,906	172,945,768	1888	900,474,878	141,882,529
1893	1,139,014,291	139,962,646	1887	894,527,731	138,859,792
1892	1,231,571,963	152,810,577	1886	810,795,062	149,968,903
1891	1,139,599,575	129,795,919			

E. CHASE, Manager.

BANK STATEMENTS.

The following are comparative statements of the Banks of St. Louis during twelve years, compiled by E. Chase, Manager of the Clearing House:

DATE.	No. of Banks.	Capital and Surplus.	Deposits and due Banks.	Good Loans and Bonds.	Cash and Deposits in other Banks.	Ratio of Cash to demand Deposits.	Clearings.
December, 1885	23	$14,653,652	$44,234,157	$42,881,935	$14,869,255	34	$ 789,130,425
December, 1886	22	14,941,771	47,501,396	45,241,095	16,057,096	34	810,795,062
December, 1887	21	14,824,115	45,878,589	44,507,836	14,913,121	32½	894,527,731
December, 1888	21	15,460,866	52,289,979	46,852,313	19,432,361	37	900,474,878
December, 1889	21	18,818,216	60,967,149	57,310,916	20,886,977	36½	987,522,629
December, 1890	22	21,637,401	60,795,305	60,225,735	20,520,868	33¾	1,118,573,210
December, 1891	24	23,576,089	64,289,810	62,481,710	23,457,980	36½	1,139,599,575
December, 1892	26	24,745,502	68,285,730	70,670,184	21,564,501	31½	1,231,571,963
December, 1893	26	25,586,909	54,869,102	57,093,800	21,746,545	39⅝	1,139,014,291
December, 1894	26	24,590,823	67,801,204	62,960,521	27,302,272	40¼	1,127,702,906
December, 1895	25	24,171,276	68,141,388	67,810,170	22,842,742	33½	1,244,323,653
December, 1896	25	24,383,741	69,081,559	62,346,368	30,251,236	55	1,158,602,359

TRUST COMPANY STATEMENTS.

December, 1896.

Number of Companies	4
Capital Paid in and Surplus	$ 6,585,415
Deposits Payable on Time	8,960,059
Deposits Payable on Demand	5,083,511
Loans and Bonds	11,797,942
Cash and Exchange	3,280,483

Ratio of Cash to Deposits, 65%.

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FIRE RECORD FOR 1896.

As Reported by Capt. Chas. Evans, Underwriter's Salvage Corps.

Months.	On Buildings.		On Contents.	
	Insurance.	Losses.	Insurance.	Losses.
January	$ 428,765 00	$ 45,489 46	$ 904,664 90	$ 304,808 65
February	256 675 00	40,511 66	208,881 00	88,069 09
March	159,725 00	9,267 95	286,246 60	11,959 59
April	219.656 67	7,445 76	281,504 00	18,787 51
May	612,989 20	120,617 19	184.025 15	28,878 89
June	120,552 81	6,551 28	50,050,00	11,782 06
July	190,885 81	72.198 17	209,710 86	87,401 13
August	168,686 81	10,889 44	112 126 29	22,241 72
September	358,704 17	17,9 9 21	44,727 25	8,121 45
October	414,545 00	11,210 50	47,900 00	8,890 47
November	185,522 20	12,161 87	68,825 00	2,644 57
December	222,175 00	12,090 86	722,718 41	82,407 76
Totals	$3,338,552 67	$ 366,878 35	$3,120,828 96	$ 515,487 89

CLASSIFICATION OF BUILDINGS IN WHICH FIRES OCCURRED.

1 Story Brick	59	1 Story Stone Fronts	4	Oil Tanks	2
1½ " "	3	2 " " "	26	Churches	4
2 " "	365	3 " " "	10	Elevators	2
2½ " "	14	4 " " "	2	Railroad Cars	7
3 " "	159	5 " " "	4	Motor Cars	2
4 " "	38	6 " " "	1	Streets	5
5 " "	17	1 Story Iron Clad	4	Railway Trestle	6
6 " "	7	1 Story Frame	238	Vacant Lots	18
7 " "	5	1½ " "	20	Lumber Yards	2
10 " "	1	2 " "	95	Yards, Fences, etc	12
1 Sto. Br'k & Mnsard.	1	2½ " "	1		
2 " "	9	3 " "	2		

NUMBER OF ALARMS.

	1895.	1896.		1895.	1896.
Box Alarms	1073	1082	Third Alarms	8	7
Still Alarms	472	496	Fourth Alarms	...	...
False Alarms	78	76	General Alarms	...	2
Second Alarms	14	20	Total Alarms	1640	1638

Fires for which no alarm was given in 1896 82

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS DURING TWENTY-ONE YEARS.

Year.	No. of fires and Alarms.	Amount of Insurance.	Amount of Losses to Insurance Co's.	Percentage
1874	222	$3,214,133 00	$ 503,927 00	27 75
1875	246	1,871,248 00	358,520 00	19 15
1876	301	2,161,890 00	401,147 00	18 55
1877	297	3,859,706 42	1,999,800 18	31 08
1878	293	2,057,346 00	372 186 67	18 09
1879	407	2.918,563 00	1,056,634 83	36 20
1880	461	3,398,819 08	1,111,725 34	32 70
1881	491	3,651,654 80	1,473.132 94	40 35
1882	562	5,429,954 36	1,282,421 65	21 22
1883	671	3.724,893 37	1,067,135 06	28 65
1884	737	4,850.511 52	1,281,860 60	26 42
1885	727	3,919,542 19	475,194 59	12 03
1886	827	4,294,175 00	1,325,483 30	30 86
1887	953	6.774,717 93	1,990,639 88	34 03
1888	802	4.131 079 42	752,887 12	18 21
1889	977	6,388,535 00	1,549,101 59	22 51
1890	1021	6.671,510 03	1,067.130 80	15 99
1891	1572	9 659.181 86	2.792,989 76	28 91
1892	1587	7 939,969 91	1,619,055 08	20 39
1893	1435	7,545,353 64	2,100,616 60	27 84
1894	1513	4,206,085 29	1,194,106 01	28 38
1895	1640	5,181.017 00	779,678 97	15 05
1896	1958	6,454.861 68	881,860 74	13 66

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ST. LOUIS WEATHER FOR THE YEAR 1896.

By Dr. H. C. Frankenfield, Local Forecast Official U. S. Weather Bureau, St. Louis.

The month of January was characterized by comparatively high temperatures and deficient precipitation, but with rather less than the usual amount of sunshine. No snow fell to a measurable amount.

The mean temperature was was 35°, being 4° above the normal for the month, while precipitation was 1.43 inches, a deficiency of three-quarters of an inch.

During February the temperature and cloudiness were slightly higher than usual, while the precipitation was almost normal. The total snow fall was 3.1 inches.

In March the sunshine was about the average amount, while the temperature and precipitation were somewhat deficient. The heaviest snows of the winter fell during this month, the total amount being 6.6 inches. The last snow of the season fell on the 23rd.

April and May were characterized by abnormally high temperatues, excessive humidity, and long-continued southerly winds, together with excessive rainfall during the latter month. The long continuance of these abnormal conditions resulted during May in a series of violent atmospheric disturbances. Heavy thunderstorms and high winds were frequent. A destructive hailstorm occurred on the evening of May 21st, when hailstones two inches in diameter fell for seven minutes, completely covering the ground, and doing damage to the amount of $3,000.

The final culmination was reached on the evening of May 27th, at which time occurred the terrible tornado, the memory of which is still too vivid in the minds of all to need any description here. During this storm 257 lives were lost in St. Louis and East St. Louis, and property destroyed to the enormous amount of $12,239,000.

During June there was a slight deficiency in temperature, rainfall and cloudiness, but thunderstorms were still frequent. A severe one swept over the city on the 21st, causing damage to the amount of $10,000.

The month of July was uneventful, although there was an excess of rainfall of about nine-tenths of an inch. The number of thunderstorms did not decrease, but none of them were severe or destructive.

There was less than the usual amount of warm weather, and continued high temperatures did not commence until after the 25th. But from July

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26th until August 15th, both inclusive, abnormally dry and hot weather continued without intermission. The maximum temperature for this period of twenty-one days was 100°, while the mean maximum temperatures was 95°. More moderate temperatures prevailed during the latter half of August, so that the mean temperature for the month was only 2° above the normal. The rainfall continued deficient, while the sunshine was considerably in excess.

September and October presented no features of interest with the exception of the rainfall, which continued deficient. Otherwise normal conditions obtained during the greater portion of the time.

During November higher temperatures prevailed until the last four days of the month, while the rainfall and cloudiness were also in excess. The first snow of the season fell on the 5th, and the first freezing temperature occurred on the 8th.

December continued warm and comparatively dry, with no snow of measurable quantity. The mean temperature was 41°, about 5° above the normal, while the total rainfall was only 1.05 inches, a deficiency of 1.76 inches.

The mean temperature for the year was 58°, or 2° above the normal. The total precipitation was 37.55 inches, 3.53 inches less than the normal amount. The prevailing wind direction was from the south. The number of clear days was 150; of partly cloudy days, 113; and of cloudy days 103. Precipitation to a measurable amount fell on 120 days.

The following table shows at a glance the average climatic condition at St. Louis for each month of the year, the data having been compiled from the record of twenty-six years' daily observations.

MONTH.	Temperature.			Perc'tge.		Precipitation in inches.	Number of Days.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	
January	74	—22	31	72	52	2.22	11	11	9	9	N. W.
February	78	— 8	35	72	52	3.00	9	10	9	9	N. W.
March	85	6	44	67	54	2.99	9	12	10	11	N. W.
April	89	22	57	62	50	3.58	10	12	8	10	S. E
May	94	32	66	66	49	4.41	10	13	8	12	S.
June	99	44	75	69	48	4.65	9	15	6	12	S.
July	104	55	79	67	43	3.56	12	14	5	10	S.
August	106	52	77	66	38	2.41	14	13	4	8	S.
September	102	40	70	67	39	3.12	14	11	5	7	S.
October	90	24	58	65	37	2 34	15	10	6	7	S.
November	82	5	44	68	52	2.99	10	10	10	9	S.
December	74	—15	36	72	57	2.32	9	11	11	10	S.
Normals and Extremes.	106	—22	56	68	48	37.59	132	142	91	114	S.

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TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1896.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Monthly Mean.
January ... Max.	45	47	14	21	32	55	44	40	48	51	62	30	38	36	36	42	46	44	38	45	43	43	37	30	30	33	39	46	55	58	57	35
" ... Min.	20	26	5	5	1	29	32	30	34	34	33	28	28	25	29	30	35	34	22	35	34	40	32	26	26	25	26	28	35	40	49	
February .. Max.	58	37	37	42	38	35	33	30	39	49	43	45	37	56	50	28	32	42	41	18	36	52	58	61	58	72	75	54	41	...	..	37
" .. Min.	38	32	32	31	31	29	28	26	23	30	28	34	26	28	26	19	16	28	14	5	14	29	41	37	32	48	51	37	32	...	...	
March ... Max.	40	41	35	48	48	53	50	42	67	54	37	29	31	32	34	39	45	42	34	46	64	55	39	59	72	56	52	70	63	72	74	41
" ... Min.	28	30	28	26	39	35	29	29	33	37	22	20	19	24	26	27	31	34	28	25	36	29	30	29	39	36	35	47	53	45	54	
April ... Max.	63	47	50	66	70	61	57	55	65	64	36	33	74	78	87	88	87	87	74	88	77	69	87	83	71	77	87	81	76	82	...	65
" ... Min.	36	34	30	38	50	49	46	44	48	49	65	62	58	53	60	69	67	67	53	65	60	51	60	67	63	56	57	68	60	59	...	
May ... Max.	81	74	80	83	85	89	89	88	90	90	86	88	80	69	80	83	83	88	75	83	83	74	81	87	91	80	86	73	78	76	69	73
" .... Min.	60	57	59	61	65	67	69	68	71	72	66	67	68	62	56	61	61	67	63	65	66	67	64	68	72	64	65	56	57	65	58	
June ... Max.	69	72	78	88	90	90	89	83	71	66	78	77	79	84	77	85	83	86	90	91	89	85	87	88	91	78	80	82	84	87	..	74
" .... Min.	58	60	64	65	71	73	67	66	57	56	58	58	60	64	66	63	68	66	71	74	63	71	71	71	71	67	64	67	65	68	...	
July .... Max.	88	81	89	88	83	87	78	81	84	85	88	88	90	94	90	78	82	86	88	81	80	91	92	82	82	96	98	96	96	98	95	79
" .... Min.	71	70	73	73	71	67	62	60	64	67	68	75	73	74	78	63	58	67	73	72	68	70	73	66	65	73	78	80	79	80	73	
August ... Max.	94	86	92	97	98	99	100	100	99	91	97	94	89	88	97	85	77	79	79	85	96	96	76	85	85	78	80	80	79	83	83	79
" .... Min.	74	70	72	74	78	80	82	82	82	78	76	70	69	74	74	69	67	66	60	64	72	73	64	60	66	68	60	60	61	63	66	
Sept'ber .... Max.	83	93	75	78	79	74	80	80	91	92	84	90	95	98	78	85	76	85	67	63	71	63	66	76	80	80	64	52	52	79	...	68
" .... Min.	61	63	63	59	63	54	56	62	69	66	67	65	74	73	70	66	68	64	50	45	55	51	45	45	58	63	52	46	47	50	...	
October ... Max.	78	71	67	74	79	65	61	60	68	71	64	62	65	72	75	65	56	54	72	60	62	65	55	55	65	69	75	80	72	66	65	57
" .... Min.	56	54	49	52	55	54	46	42	44	55	48	48	48	47	51	49	42	38	39	42	38	47	40	36	39	46	52	63	66	46	44	
Nov'ber .... Max.	73	70	67	61	53	65	42	35	43	58	47	52	53	66	71	76	78	77	39	43	48	38	61	64	63	67	51	21	24	24	...	38
" .... Min.	49	57	55	35	34	42	35	30	28	36	35	34	30	42	50	58	63	37	32	35	32	30	38	55	57	51	21	15	14	13	...	
Dec'ber .... Max.	33	33	46	57	62	60	44	45	60	63	68	64	54	42	41	45	44	38	31	41	37	52	42	32	37	35	43	52	51	63	60	41
" .... Min.	17	25	25	37	45	44	34	37	35	44	41	48	40	36	37	35	37	28	27	27	23	34	30	23	22	30	30	33	43	48	44	

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DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1896.

TAKEN FROM THE RECORDS OF THE WEATHER BUREAU STATION.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Monthly Rainfall.	Excess or Deficiency of Rainfall.
January	...	...	T	...	...	...	...	T	...	...	...	...	...	...	T	T	.01	T	...	.02	.03	.47	.81	.03	T	..	...	...	...	T	.06	1.43	- 0.75
February	T	.66	.05	...	T	...	T	...	T	...	...	1.24	.63	...	..	...	..	...	...	...	...	T	.05	..	...	...	...	T	.18	...	...	2.81	- 0.06
March	T	...	.04	...	.06	.32	.08	T	T	T	T	T	...	.30	10	T	...	.08	.06	T	T	T	.68	..	...	.02	01	T	.26	...	...	2.03	- 1.46
April	T	...	...	...	T	.02	.03	T	.05	...	...	T	.32	..	...	...	T	T	.12	...	.05	T	T	...	T	.39	...	T	1.45	.	...	2.43	- 1.36
May	.19	...	...	...	...	...	...	...	...	..	.62	...	.65	.08	...	1.20	...	.04	1.77	.46	.43	.29	.	.05	...	.06	2.23	.89	...	...	.16	9.12	† 4.54
June	.11	T	.24	T	...	.16	...	.64	.03	.02	...	T	...	...	.41	..	.01	.29	...	...	.60	.12	.49	.34	T	.61	.50	...	...	..	...	4.57	- 0.51
July	...	.18	...	.27	...	.14	.14	...	...	...	...	.05	.35	...	T	.03	...	.11	.12	1.80	1.02	.38	T	T	...	...	...	...	...	..	.08	4.67	† 0.91
August	...	..	...	...	...	...	.07	...	...	...	...	.60	...	...	.	1.36	T	01	...	...	.04	...	.01	...	...	.03	...	...	...	...	..	2.12	- 1.38
September	...	..	T	.07	.14	...	...	.32	...	T	T	...	...	.02	T	.01	T	.01	.69	...	...	...	...	...	.25	.36	.19	.32	.04	T	...	2.42	- 0.70
October	...	T	...	...	...	.40	...	..	...	.01	.24	T	...	...	...	...	...	..	.17	.11	...	...	.07	...	...	...	...	T	.18	.02	...	1.20	- 1.69
November	...	.01	.44	.65	.32	...	T	...	...	.08	.10	...	...	...	..	...	T	T	.15	.09	.63	...	...	.08	.16	.96	.03	T	...	...	..	3.70	† 0.60
December	...	T	...	...	...	...	T	.94	...	...	...	...	...	...	...	...	.01	T	...	...	...	...	...	...	...	...	...	T	.03	...	.07	1.05	- 1.76
Total for 1896	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	37.55	- 3.64

† Excess. - Deficiency.

T indicates precipitation too small to measure.

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CUSTOM HOUSE TRANSACTIONS, 1896.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1896, showing foreign value and duty paid. RICHARD DALTON, Surveyor of Customs.

COMMODITIES.	Value	Duty.
Ale and Beer	$ 9,150 00	$ 2,744 70
Anvils	10,964 00	2,911 49
Books and Printed Matter	5,768 00	1,400 40
Bone and Horn Manufactures	521 00	189 85
Brushes	4,605 00	1,611 75
Carpets and Carpeting	18,770 00	5,818 70
Cement	6,898 00	1,276 47
Chemicals and Drugs	151,818 00	40,578 66
China and Earthenware	156,147 00	52,106 73
Corks and Manufactures of Cork	88,945 00	7,785 55
Cutlery	109,782 00	50,957 91
Fancy Goods	48,970 00	16,841 55
Fish	87,498 00	4,852 62
Free Goods	482,301 00	.....
Glass and Glassware	28,387 00	8,903 92
Guns and Firearms	96,686 00	28,257 80
Hops	53,357 00	16,008 96
Jewelry Merchandise	25,852 00	6,684 75
Lead	2,981 00	1,465 50
Marble	11,802 00	5,428 95
Manufactured Cotton	338,420 00	159,502 27
" Linen	110,188 00	38,524 25
" Iron	9,290 00	3,451 86
" Leather	3,081 00	848 84
" Metal	50,742 00	17,516 55
" Paper	20,599 00	5,075 78
" Silk	24,705 00	12,129 42
" Wood	20,485 00	5,056 20
" Wool	147,664 00	71,657 30
Musical Instruments	4,645 00	1,160 26
Nuts and Fruits	852 00	290 14
Oils	1,488 00	687 10
Paints and Oils	6,955 00	1,613 81
Granulated Rice	27,284 00	5,091 90
Rubber Goods	5,294 00	1,337 65
Seeds, etc	27,940 00	6,851 40
Sugar	5,167 00	2,430 67
Skins, Dressed	12,700 00	2,540 00
Steel Bars	6,686 00	1,719 32
Steel Wire	114,980 00	50,117 85
Tin and Terne Plates	118 00	54 67
Spirituous Liquors	89,642 00	44,720 17
Tobacco, Cigars, etc	201,248 00	283,976 80
Varnishes	453 00	118 25
Vegetables	10,738 00	2,615 45
Wines, Sparkling, etc	98,284 00	41,428 88
Window Glass	168,898 00	86,296 65
Miscellaneous Merchandise	15,502 00	4,249 28
Collections from all other sources	.....	13,861 70
Total	$2,712,870 00	$1,020,159 64

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TRANSACTIONS AT THE CUSTOM HOUSE ST. LOUIS.

General Exhibit of Merchandise brought into St. Louis in bond from below mentioned ports of entry, during the year ending December 31, 1896, showing foreign values and duties paid thereon.

RICHARD DALTON, Surveyor of Customs.

PORTS.	Value.	Duty.
New York	$ 1,080,875 00	$454,466 95
Newport News	718,718 00	250,398 40
Baltimore	515,510 00	173,584 78
Philadelphia	88,973 00	36,706 38
New Orleans	143,966 00	62,259 17
Boston	18,568 00	5,758 54
San Francisco	9,351 00	876 79
Portland, Me	12,847 00	5,718 07
Tacoma	18,169 00	430 60
Portland, Oregon	72,377 00	186 35
Detroit	31,067 00	15,590 10
Seattle	258 00	80 90
Port Huron	2,191 00	240 00
Total	$2,712,870 00	$1,006,297 94

CUSTOMS WAREHOUSE TRANSACTIONS—PORT OF ST. LOUIS—DURING 1896.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1895	$193,467 00	$196,798 15	.....	.....
January, 1896	59,889 00	34,975 68	$ 36,681 00	$ 30,516 67
February, "	11,166 00	11,185 26	30,995 00	22,852 98
March, "	29,766 00	22,579 25	25,588 00	21,214 24
April, "	33,333 00	27,411 75	26,425 00	22,162 37
May, "	35,007 00	28,740 23	35,295 00	24,553 94
June, "	34,617 00	26,228 15	27,321 00	21,914 55
July, "	47,450 00	37,994 23	35,020 00	27,798 74
August, "	34,672 00	29,842 15	30,368 00	24,674 25
September, "	23,095 00	19,721 99	33,953 00	26,717 58
October, "	22,413 00	15,923 94	22,637 00	18,723 78
November, "	12,629 00	11,786 58	41,882 00	32,348 19
December, "	30,681 00	30,231 18	18,865 00	15,581 41
Reduction of Duty, etc.	.....	.....	.....	5,769 13
Withdrawn for Transportation—in bond	.....	.....	7,656 00	6,542 67
TOTAL	$568,185 00	$496,368 84	$363,176 00	$301,570 50
In Warehouse Dec. 31, 1896	.....	.....	205,009 00	191,798 34

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STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS POST OFFICE DURING 1895 AND 1896.

James L. Carlisle, P. M.; W. H. Little, Assistant P. M.
Douglass Crothers, Private Secretary.

FIRST OR FINANCIAL DIVISION.—*D. H. Hays, Cashier.*

Comparative Statements of the Receipts and Disbursements of the St. Louis Post Office during the years ended December 31st, 1895 and 1896:

RECEIPTS.

	1896.	1895.
Sale of Postage Stamps, etc	$1,619,690 66	$1,615,299 78
Sale of Waste Paper, etc	960 94	860 93
Box Rents	1,997 77	2,051 71
Collection Drafts	.....	93 26
Auditor's debits	.....	2 29
Total	$1,622,649 37	$1,618,307 97

DISBURSEMENTS.

	1896.	1895.
By Auditor's Credits	$ 217 42	.....
" Salary of Postmaster	6,000 00	$ 6,000 00
" Special Delivery Messengers Pay Roll	3,994 64	3,421 44
" Clerks Pay Rolls	288,832 80	277,054 69
" Rent of Stations	4,887 00	4,431 90
" Light of Stations	130 40	139 20
" Fuel of Stations	111 53	113 70
" Advertising Letter List	546 19	481 81
" Office Furniture	348 72	.....
" Stationery	110 60	54 75
" General Expense	3,085 50	2,697 11
" Transfer Drafts Paid	190,429 58	187,166 41
" Railway Postal Clerks Pay Rolls	301,565 80	297,354 36
" General Expense R. M. S.	9,940 70	17,778 69
" Free Delivery Service	321,717 48	314,912 65
" Transfers from Postal to M. O. Account	19,300 00	29,400 00
" Collection Drafts Returned to Department	.....	78 50
" Lost by burglary at Station "D"	.....	26 41
" Deposits with the Assistant U. S. Treasurer to the credit of the P. O. Department	471,411 01	477,196 35
Total	$1,622,649 37	$1,618,307 97

Increase in Receipts	$ 4,436 95
Net Revenue to P. O. Department, 1896	992,647 09
" " " " 1895	1,008,895 81
Decrease in Revenue	16,248 72

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SECOND DIVISION.

Distribution and Dispatch of Mails.

T. B. ROBERTSON, JR., Superintendent.

	1895. Lbs.	1896. Lbs.
First class mail matter:		
Letters originating in St. Louis	1,435,447	1,554,274
Postal Cards originating in St. Louis	73,265	108,453
Second class mail matter:		
Newspapers and periodicals to regular subscribers originating at St. Louis	17,074,559	17,609,386
Third Class and transient newspapers:		
Price Currents, Circulars, Books, etc., originating at St. Louis	4,502,985	4,180,610
Fourth class mail matter, Merchandise originating at St. Louis	1,838,437	1,619,353
Totals in pounds	24,924,693	25,072,076

Matter Received from Postal Routes and other Post for Distribution and Dispatch.

Letters, Postal Cards and Circulars	31,465	31,053
Papers and Merchandise	194,632	197,334
Totals in pounds	226,097	228,387
Grand Totals in pounds	25,150,790	25,300,463

	1895.	1896.
Total number pieces handled	197,419,997	207,921,421

The above statement has reference to outgoing mails only.

THIRD DIVISION.

Receipt and Delivery of Mails.

Comparative Statement of Business Transacted During 1895 and

WM. HYDE, Superintendent.

	1896. Lbs.	1895. Lbs.
First class mail matter:		
Letters originating at St. Louis	308,546	328,886
Postal Cards originating at St. Louis	27,207	31,881
Letters and Postal Cards from outside sources	1,293,863	1,268,104
Second class mail matter:		
Newspapers and periodicals to regular subscribers originating at St. Louis	154,408	126,138
Third and fourth class mail matter and transient Newspapers, Price Currents, Circulars, Books, etc., originating at St. Louis	274,636	270,823
Second, third and fourth class mail matter from outside sources	3,186,686	3,098,388
Totals in pounds	5,245,346	5,124,220

	1896.	1895.
Total number pieces handled	88,034,182	88,943,608

*Indicates decrease.

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FOURTH DIVISION.

Receipts and Dispatches of Registration Mails.

Comparative Statement of Business Transacted During 1895 and 1896.

GEO. B. STROUP, Superintendent.

	1896.	1895.	Increase.	Decrease.
Letters registered with fee prepaid	92,506	94,923	.....	2,417
Parcels " " " "	41,549	46,249	.....	4,700
Registered letters received for delivery	263,496	262,039	1,457	.....
Fourth class parcels	14,950	19,030	.....	4,080
Registered letters and parcels received for dispatch	28,810	16,710	12,100	.....
Registered packages, St. Louis, Mo	228,377	232,173	.....	3,796
Registered packages received in transit	772,234	692,567	79,667	.....
R. P. E.'s made up and dispatched	141,070	137,078	3.992	.....
Through reg. pouches and inner sacks received	47,101	45,453	1,646	.....
" " " " " " dispatched	47,104	44,308	2,796	.....
" " " " " " received in transit	3,911	846	3,065	.....
Official letters and parcels registered free	43.741	40,550	3,191	.....
Total	1,724,849	1,631,926	107,916	14,993

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FIFTH DIVISION.

ISSUING AND PAYMENT OF MONEY ORDERS—COMPARATIVE STATEMENT OF BUSINESS TRANSACTED DURING 1895 AND 1896.

P. G. LINCHEY, Superintendent.

PAID.	1895.		1896.		INCREASE.		DECREASE.	
	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.	NO.	AMOUNT.
Domestic Orders	710,512	$ 4,718,551.09	749,708	$4,814,072 16	.....	.....	.....	.....
International Orders	4 229	84,512.10	4,364	90,585.89	.....	.....	.....	.....
Total	714.741	$ 4.803,063.19	754.072	$4,904,658.05	39,331	$101,594 86	.....	.....
ISSUED.								
Domestic Orders	119.127	$ 1,053,034.61	109,157	$1,063,884.83	.....	.....	.....	.....
International Orders	10,799	166,382.10	10,523	158,027.63	.....	.....	.....	.....
Total	129,926	$ 1,219,416.71	119,680	$1,221,912 46	.....	$ 2,495.75	10,246	.....
Remittances received from Depository Offices	29,708	$ 3,591,750.67	30,427	$3,628,965.66	719	$ 37,214.99	.....	.....

U. S. INTERNAL REVENUE COLLECTIONS

IN THE FIRST DISTRICT OF MISSOURI.

W. C. McCREERY, *Collector.*

	1891.	1892.	1893.	1894.	1895.	1896.
Lists (penalties, etc.)	$ 14,961 60	$ 11,916 88	$ 19,070 21	$ 5,713 35	$ 7,280 62	$ 14,084 02
Spirits Stamps	1,909,255 00	*3,345,848 90	*2,005,542 90	2,004,124 40	1,132,100 64	982,413 08
Tobacco Stamps	3,023,120 34	3,461,643 21	3,027,988 87	3,425,846 73	3,448,578 60	3,188,070 78
Cigar and Cigarette Stamps	159,824 95	170,953 13	161,461 37	154,846 23	160,217 33	299,960 38
Snuff Stamps	1,900 14	1,844 40	1,648 02	1,608 42	1,434 66	1,375 90
Beer Stamps	1,674,723 69	1,814,340 00	1,916,466 65	1,820,800 07	1,820,927 25	1,948,666 05
Special Tax Stamps	164,304 76	162,665 25	169,674 98	148,349 11	134,484 34	132,133 66
Playing Cards	.....	.....	.....	‡ 6,930 42	552 28	46 32
Total	$ 6,947,190 48	$ 8,970,201 77	$ 7,301,803 00	$ 7,568,218 73	$ 6,705,575 72	$ 6,566,750 19

‡ August 28, 1894.

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STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. JAMES M. SE
STATE AUDITOR. JANUARY 1, 1897.

Total assessed valuation of real and personal property in Missouri, June 1, 1895, for 1896 taxes	$94
Railroad, Bridge and Telegraph Companies	7
Merchants and Manufacturers	5
Total	$1,07

(Rate of taxation for State purposes 25 cents on the $100 valu

Balance in Treasury, January 1, 1896	$
Amount of receipts into the State Treasury for the year ending December 31st, 1896	
Amount disbursed during the year 1896 (including amount used for retiring bonds)	
Balance in Treasury December 31st, 1895	

The bonded debt of the State was reduced four hundred a nine thousand dollars in the year 1896.

STATE BOND DEBT, JANUARY 1, 1897.

927 3½ per cent. 5-20 refunding bonds, due March 1, 1907	
436 3½ per cent. 5-20 refunding bonds, due July 1, 1907	
700 3½ per cent. 5-20 refunding bonds, due October 1, 1907	
2937 3½ per cent. 5-20 refunding bonds, due January 1, 1908	

The State has an option to redeem any part or all of the any time. State bonds and interest coupons are paid at matu American Exchange National Bank, New York, fiscal agent for

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNES

School certificates, 6 per cent	
School certificates, 5 per cent	
Seminary certificates, 6 per cent	$
Seminary certificates, 5 per cent	
Seminary certificates (University endowment) 5 per cent	
	$

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VALUE OF IMPORTS AND EXPORTS OF THE UNITED STATES.

Year ending June 30	Exports Merchandise.	Exports Gold, Silver and Bullion.	Total Exports.	Imports Merchandise.	Imports Gold, Silver and Bullion.	Total Imports.
1867....	294,506.141	60,868,372	355,374,513	395,761,096	22,070,475	417,831,571
1868....	281,952,899	93,784,102	375,737,001	357,436,440	14,188,368	371,624,808
1869....	286,117,697	57,138,380	343,256,077	417,506,379	19,807,876	437,314,255
1870....	392,771,768	58,155,666	450,927,434	435,958,408	26,419,179	462,377,587
1871....	442,820,178	98,441,988	541,262,166	520,223,684	21,270,024	541,493,708
1872....	444,177,586	79,877,534	524,055,120	626,595,077	13,743,689	640,338,766
1873....	522,479,922	84,608,574	607,088,496	642,136,210	21,480,937	663,617,147
1874....	586,283,040	66,630,405	652,913,445	567,406,342	28,454,906	595,861,248
1875 ...	513,442,711	92,132,142	605,574,853	533,005,436	20,900,717	553,906,153
1876....	540,384,671	56,506,302	596,890,973	460,741,190	15,936,681	476,677,871
1877....	602,475,220	56,162,237	658,637,457	451,323,126	40,774,414	492,097,540
1878....	694,865,766	33,740,125	728,605,891	437,051,532	29,821,314	466,872,846
1879....	710,439,441	24,997,441	735,436,882	445,777,775	20,296,000	466,073,775
1880 ...	835,638,658	17,142,919	852,781,577	667,954,746	93,034,310	760,989,058
1881....	902,377,346	19,406,847	921,784,193	642,664,628	110,575,497	753,240,125
1882 ...	750,542,257	49,417,479	799,959,736	724,629,574	42,472,390	767,111,964
1883....	823,839,402	31,820,333	855,659,735	723,180,914	28,489,391	751,670,305
1884....	740,513,609	67,133,383	807,646,992	667,697,693	37,426,262	705,123,955
1885....	742,189,755	42,231,525	784,421,280	577,527,329	43,242,323	262,076,965
1886....	679,524,830	72,463,410	751,988,240	635,436,136	38,593,656	674,029,792
1887....	716,183,211	35,997,691	752,180,902	692,319,768	60,170,792	752,490,560
1888....	695,954,507	46,414,183	742,368,690	723,957,114	59,337,986	783,295,100
1889....	742,401,375	96,641,533	839,042,908	745,131,652	28,963,073	774,094,725
1890....	857,828,684	52,148,420	909,977,104	789,310,409	33,976,326	823,286,735
1891....	884,480,810	108,953,642	993,434,452	844,916,196	36,259,447	881,175,643
1892....	1,030,278,148	83,005,886	1,113,284,034	827,402,462	69,654,540	897,057,002
1893....	847,665,194	149,418,163	997,083,357	866,400,922	44,367,633	910,768,555
1894....	892,140,572	127,429,326	1,019,569,898	654,994,622	85,735,671	740,730,293
1895....	807,538,165	113,763,767	921,301,932	731,969,965	56,595,939	788,565,904
1896....	882,606,938	172,951,617	1,055,558,555	779,724,674	62,302,251	842,026,925

IMPORTS AND EXPORTS OF THE UNITED STATES 1895 AND 1896.

IMPORTS AND EXPORTS.	1895.	1896.
MERCHANDISE.		
Exports—Domestic	$807,742,415	$ 986,871,256
Foreign	17,117,721	19,007,161
Total	$824,860,136	$1,005,878,417
Imports—Free of Duty	$384,816,131	$ 321,951,526
Dutiable	416,853,216	358,604,707
Total	$801,669,347	$ 680,556,233
Excess of Exports	$ 23,190,789	$ 325,322,184
GOLD.		
Coin and Bullion—Exports	$104,605,023	$ 56,742,844
Imports	32,538,736	102,766,438
Excess of Exports	$ 72,066,287	.....
Excess of Imports	.....	$ 46,023,594
In Ore—Exports	$ 362,379	$ 209,621
Imports	1,857,656	1,963,124
Excess of Imports	$ 1,495,277	$ 1,753,503
SILVER.		
Coin and Bullion—Exports	$ 53,833,153	$ 63,029,336
Imports	11,286,007	12,504,577
Excess of Exports	$ 42,547,146	$ 50,514,759
In Ore—Exports	$ 377,933	$ 993,405
Imports	13,087,340	17,730,280
Excess of Imports	$ 12,709,407	$ 16,736,875

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TRANSPORTATION.

By J. S. Leeds,
Traffic Manager Business Men's League and Secretary Merchants'
Transportation Committee.

The enumeration at this time of the railroad transportati
which serve to move the commerce to and from St. Louis,
to their physical features, would be very nearly a repetition o
were a year ago.

The year 1896 has not witnessed any very material ch
physical aspect of any of the systems which are counted
railroads.

There have been no developments of a tangible characte
new railroad enterprises with St. Louis as the initial or object

The record of railway construction for the United States
but a little over eighteen hundred miles, which is the lowest p
for many years. The construction in the States tributary to S
as follows:

	Miles.		
Missouri	12	Tennessee	
Kansas	1	Texas	
Kentucky	15	Nebraska	
Arkansas	69	Illinois	
Iowa	5	Mississippi	
Indian Territory	66	Louisiana	
Total			

This mileage, being distributed between thirty-seven diff
indicating that the construction was mainly in extensions or
of the roads already in operation.

A large territory tributary to St. Louis is rich in resourc
and traffic, much of which is but slightly developed, and is an i
for enterprise and capital to bring it into requisition. The mo
feature which can be employed to this end is cheap and quic
tion. Every effort should be put forth to secure this in th
St. Louis completely, as it is possible to do so. A great deal
veloped country lies in close proximity to St. Louis, but o
unfavorable conditions for such work during the past year
progress has been made.

There have been two or more projects under considera
building of connecting lines into Oklahoma—one from Sapulpa

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terminus of the St. Louis & San Francisco System, to Guthrie or Oklahoma City. The other from Claremore extending in a southwesterly direction through the Creek, Seminole and Chickasaw country to the border of Texas, at or near Whitesboro, with a branch from, at or near Okmulgee through to Purcell and beyond; both enterprises, if carried through, will greatly benefit this city. The latter especially would open up a country of unusual richness in resources—either or both of these lines would be much more direct than any now in existence between St. Louis and that territory.

The proposed extension of the Mobile & Ohio Railway from Columbus, Miss., to Montgomery, Ala., will, no doubt, be of material benefit to St. Louis. By connections through Savannah they will, no doubt, become a factor in the Atlantic Seaboard traffic with a line equal in facilities with some which are now engaged in that business. They will also become a more active competitor with the Louisville and Cincinnati lines.

The separation of the St. Louis & San Francisco Railroad from the Atchison, Topeka & Santa Fe System, which took place late in the year, is of too recent occurrence to realize just what the effect is to be, with respect to the trade of St. Louis with the territory covered by that road, but it cannot be otherwise than beneficial; as it will, doubtless have the effect of concentrating their interest more fully on this market, while we will lose nothing by the change, so far as the Atchison System is concerned.

The above are the more notable changes in the railroad situation which have taken place during the year just past. While some benefits are to be expected, some competition has been introduced into the field, which emphasizes the importance of a great commercial center such as St. Louis, being aggressive and fully prepared to meet and counteract such conditions. Competition in our interest should be fostered and encouraged, and every available means employed for the protection of the trade we have, as well as for a constant extension of our field of operations over a broader scope. Hearty co-operation should be extended to our railroads and other carriers to this end.

The various commercial organizations of St. Louis have manifested a great deal of interest during the past year in transportation problems affecting the city, and there appears to be a growing tendency to give the subject the attention which will lead to a better understanding of our situation with respect to other markets and with the carriers. Some of the more important, and what are considered vexatious questions, have received specific attention and treatment with a view to some re-adjustment on a basis more favorable to St. Louis. This has so far been carried on through negotiation and conference with the railroads. While results have not been all that were desired, a more thorough understanding of the subjects in hand has been reached, which will no doubt bring more satisfactory conditions in the end.

Like all other large trade centers St. Louis has it grievances to adjust, some of which are the subject of constant or periodical agitation, without

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which it is not practicable to secure concerted action on suc
St. Louis has the so-called Bridge Arbitrary, which has been t
more agitation than any other one question with which they
deal. While the city has been phenomenally prosperous i
there is no doubt it would be more so if it were removed, and
ifestly an injustice and a clear case of discrimination there s
cessation in the effort to secure its abrogation until it is accor

There is no doubt but what the Mississippi River will
future be even a greater factor in the transportation facilities
than it has been in the recent past. The development of th
dredging in conjunction with the other methods which h
use for improving the channel during low stages of water is p
a decided success.

While the River was not as low normally during the se
as during the two preceding years there was ample op
demonstrate the practicability of the use of dredges as an ad
other works in maintaining a navigable channel and as a result
kept navigable (with but slight interruption) during the entire
now known that the United States Government has fully deci
use of dredges for future work on the river below this city.
are now being perfected for the work of the season of 1897 wit
creased facilities for dredging, especially between St. Louis an
we have assurances which may be relied upon that we may i
pend upon a channel of ample width and at least six feet in
lowest stages of water, so that parties who are depending u
as a basis of operations may proceed with confidence.

The benefits of this to the grain trade and elevator inte
doubt be appreciated, and profitable results to the general tra
will be realized.

The Western and Southwestern railroads within the pa
organized the Southwestern Traffic Association with supe
Texas and Mexican traffic, and the Western Traffic Assoeiat
Western traffic. Each Association is under control of a Boa
gers who supervise the rates on all competitive traffic, the p
obviously to curtail, as far as practicable, independent acti
making by individual roads, the presumption being that t
Managers will secure to each road its fair proportion of the
moved. As far as the public is concerned, if each market as
railroad, could be fairly considered and dealt with accordin
corded their legitimate proportion of business according to
position or their ability to secure the business under an equit
and rigidly maintained schedule of rates, such organizations
bly prove to be a benefit to the public as well as to the carrie

As a general rule more importance is attached to the rates
for distribution from large centers such as St. Louis, than to

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ing of a market for the concentration and disposal of the products of the tributary territory.

It is my opinion that the rates and facilities for concentrating the products of the country and raw materials for our manufacturers at this city is at least of as great importance to the general prosperity as the rates of transportation outward. If a market of ample capacity can be maintained and be so recognized by the carriers as well as the producers, the selling and distribution of supplies and commodities naturally follows, while a failure to sustain a market of concentration is sure to cut both ways.

St. Louis is particularly well situated and adapted for such a market and distributing center, being well equipped with all of the necessary facilities, including transportation and capital to carry on a business fully equal to the requirements of the surrounding territory. The most important individual element necessary to the accomplishment this desired end is the transportation expense. The cheaper commodities, such as cereals and other products of the soil, as well as raw materials for manufacture, are the most sensitive and most easily influenced by slight differences in rates, because the item of transportation represents a greater percentage of the value than it does of the higher-priced commodities.

It must therefore become apparent to our commercial organizations that careful attention should be given to the expense of transportation to and from this market with respect to our relation to other markets.

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BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1896.

AND COMPARISON WITH PREVIOUS YEARS.

AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT ST. LOUIS DURING 1896,

FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

BY	CARS.	TONS.	TOTAL TONS.
The St. Louis Bridge	98,946	1,143,214	1,416,547
" " By Wagon	.....	273,333	
Merchants' Bridge	52,040	.....	554,421
The Wiggins Ferry	27,851	417,765	827,208
" " By Wagon	.....	409,443	
The Carondelet Ferry	.....	.....	144,160
Interstate Sand & Car Transfer Co	20	.....	374
The Madison County Ferry	.....	.....	41,800
Total tons West to East during 1896	.....	.....	2,984,450
" " " " 1895	.....	.....	2,825,077
" " " " 1894	.....	.....	2,690,222
" " " " 1893	.....	.....	2,818,669
" " " " 1892	.....	.....	2,942,336
" " " " 1891	.....	.....	3,007,359
" " " " 1890	.....	.....	2,735,595
" " " " 1889	.....	.....	2,144,534
" " " " 1888	.....	.....	2,104,140
" " " " 1887	.....	.....	1,729,481
" " " " 1886	.....	.....	1,628,530

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

BY	CARS.	TONS.	TOTAL TONS.
The St. Louis Bridge	125,977	2,228,804	2,775,471
" " By Wagon	.....	546,667	
Merchants' Bridge	47,894	.....	895,191
The Wiggins Ferry	47,788	716,745	1,216,212
" " By Wagon	.....	499,467	
The Carondelet Ferry	.....	.....	228,508
Interstate Sand & Car Transfer Co	448	.....	9,584
The Madison County Ferry	.....	.....	44,000
St. Clair Ferry Co	.....	.....	18,000
Total Tons East to West during 1896	.....	.....	5,096,986
" " " " 1895	.....	.....	5,627,882
" " " " 1894	.....	.....	4,878,742
" " " " 1893	.....	.....	5,291,175
" " " " 1892	.....	.....	5,289,810
" " " " 1891	.....	.....	5,830,796
" " " " 1890	.....	.....	4,897,358
" " " " 1889	.....	.....	4,481,842
" " " " 1888	.....	.....	4,236,761
" " " " 1887	.....	.....	4,474,531
" " " " 1886	.....	.....	4,068,165

Total both Ways 1896	8,081,416
" " 1895	8,452,959
" " 1894	7,568,964
" " 1893	8,109,844
" " 1892	8,232,146
" " 1891	8,838,155
" " 1890	7,632,953
" " 1889	6,626,376
" " 1888	6,330,901

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AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1896. Bushels	1895. Bushels.	1894. Bushels.	1893 Bushels.
Baltimore & Ohio S. W. R. R.	10,233,575	11,874,755	11,838,975	14,066,825
Chicago, Alton & St. L. "	902,925	141,075	273,875	273,975
C., C., C. & St. Louis "	3,285,050	4,738,575	5,343,850	5,255,275
St. Louis & Iron M'tn "	90,000	105,725	46,850	47,950
St. L., Van. & T. H. "	7,882,725	8,858,750	7,613,500	10,079,400
Illinois Central "	17,845,800	15,411,650	14,551,975	14,180,100
Wabash "	9,087,475	9,987,825	7,471,600	7,050,650
Louisville & Nashville "	9,438,700	8,671,425	6,478,100	8,138,925
L., E. & St. Louis "	6,959,025	6,865,250	5,652,950	7,979,175
Mobile & Ohio "	2,688.225	3,809,800	2,257,300	4,645,025
Toledo, St. L. & K. C. "	2,617,275	1,828,510	3,782,800	4,957,500
Chicago, Peoria & St. L. "	3,308,425	4,265,625	1,839,325	3,039,050
Missouri Pacific "	5,875	15,975	73,525	4,950
St. L. & San Francisco "	1,700	24,975	22,700	10,675
St. L., Peoria & North'n "	10,681,175	12,267,075	6,755,000	7,834,875
St. L., Chi. & St. Paul "	.....	550	26,415	.....
St. L., Belleville & So. "	1,640,600	653,250	.....	.....
St. L., K. & N. W. "	92,525	.....	.....	.....
Chi., Burlington & Q. "	291,525	.....	.....	.....
From Ohio River	1,270,500	469,625	665,625	579,500
Total	87,677,600	88,589,985	74,644,375	88,143,851

NOTE.—Receipts of Anthracite Coal included in above receipts:

1887	131,600	tons.
1888	136,290	"
1889	121,530	"
1890	124,335	"
1891	139,050	"
1892	137,327	"
1893	173,553	"
1894	186,494	"
1895	207,784	"
1896	218,955	"

Receipts of Coke	1879,	4,173,500	bushels, of 40 lbs.
" "	1880,	9,547,100	"
" "	1881,	12,860,700	"
" "	1882,	10,086,600	"
" "	1883,	6,956,500	"
" "	1884,	3,190,150	"
" "	1885,	3,500,000	"
" "	1886,	5,463,950	"
" "	1887,	9,584,350	"
" "	1888,	6,757,550	"
" "	1889,	8,646,200	"
" "	1890,	9,919,850	"
" "	1891,	6,924,250	"
" "	1892,	8,914,400	"
" "	1893,	7,807,000	"
" "	1894,	6,365,900	"
" "	1895,	7,180,800	"
" "	1896,	5,895,900	"

Not included in receipts of Coal.

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STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOU RAILROAD AND RIVER, FOR FOUR YEARS.

ROUTE.	1896.	1895.	1894
Chicago & Alton R. R. (Mo. Div.)	114,051	101,888	71,
Missouri Pacific R. R.	902,038	644,690	623,
St. Louis & San Francisco R. R.	527,353	417,069	432,
Wabash Railway (West)	383,045	328,692	313,
St. Louis, Kansas City & Colorado R. R.	115,940	73,233	83,
Missouri, Kansas & Texas R. R.	291,613	267,114	257,
St. Louis, Iron Mountain & Southern R. R.	870,600	925,483	809
Illinois Central R. R.	998,299	962,194	862
Louisville & Nashville R. R.	580,824	888,323	543
Mobile & Ohio R. R.	442,105	486,761	368
Louisville, Evansville & St. Louis R. R.	426,863	400,001	528
Baltimore & Ohio Southwestern R. R.	742,762	701,730	632
Chicago, Alton & St. Louis (Main Line)	254,517	194,439	172
Cleveland, Cincinnati, Chicago & St. L. R. R.	427,877	542,805	526
Terre Haute & Ind. R. R. (Vandalia Line)	615,673	808,370	726
Wabash Railroad (East)	687,069	763,129	719
Toledo, St. Louis & Kansas City R. R.	295,895	341,814	348
Chicago, Peoria & St. Louis R. R.	357,297	354,734	262
Chicago, Burlington & Quincy R. R.	390,082	232,020	362
St. Louis, Keokuk & Northwestern R. R.	650,705	417,709	484
St. Louis, Chicago & St. Paul R. R.	124,000	68,559	22
Wabash Railway (Iowa Branch)	64,606	46,216	71
St. Louis, Peoria & Northern Ry	433,817	494,879	288
St. Louis, Belleville & Southern Ry	66,085	27,497	.....
Upper Mississippi River	61,165	78,170	111
Lower Mississippi River	345,105	239,090	219
Illinois River	30,325	30,600	41
Missouri River	1,245	3,270	5
Ohio River	62,640	35,440	35
Cumberland and Tennessee Rivers	87,275	23,575	42
Upper Mississippi River by Rafts	84,010	98,685	128
Total in Tons	11,434,881	10,998,174	10,096
Total by Rail	10,763,116	10,489,344	9,512
Total by River	671,765	508,830	583

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STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY EACH RAILROAD AND RIVER FOR FOUR YEARS.

ROUTE.	1896.	1895.	1894.	1893.
Chicago & Alton R. R. (Mo. Div.)	45,972	49,699	51,084	66,884
Missouri Pacific R. R.	437,848	504,231	378,062	449,296
St. Louis & San Francisco R. R.	453,865	363,316	379,336	414,832
Wabash Railway (West)	341,867	325,650	281,996	392,021
St. Louis, Kansas City & Colorado R. R.	7,702	7,188	11,656	14,126
Missouri, Kansas & Texas R. R.	197,237	177,022	113,141	.....
St. Louis, Iron Mountain & Southern R. R.	416,491	483,978	411,754	525,149
Illinois Central R. R.	269,890	269,562	237,600	246,704
Louisville & Nashville R. R.	297,125	202,282	226,585	270,208
Mobile & Ohio R. R	305,671	182,007	167,103	131,765
Louisville, Evansville & St. Louis R. R.	221,994	124,069	165,122	182,043
Baltimore & Ohio Southwestern R. R.	204,998	241,225	187,840	148,216
Chicago, Alton & St. Louis (Main Line)	274,584	273,310	249,389	247,448
Cleveland, Cincinnati, Chicago & St. Louis	224,337	295,019	266,918	321,429
Terre Haute & Ind. R. R. (Vandalia)	232,763	300,413	348,663	383,328
Wabash Railway (East)	322,922	422,421	393,021	490,353
Toledo, St. Louis & Kansas City R. R.	289,773	282,026	191,921	251,889
Chicago, Peoria & St. Louis R. R	156,983	146,101	103,934	127,974
Chicago, Burlington & Quincy R. R.	243,427	268,000	223,019	275,797
St. Louis, Keokuk & Northwestern R. R.	340,375	370,844	339,597	550,289
St. Louis, Chicago & St. Paul R. R.	50,646	33,040	12,219	.....
Wabash Railway (Iowa Branch)	61,353	65,398	46,497	66,605
St. Louis, Peoria & Northern Railway	1,490	8,707	3,849	8,237
St. Louis, Belleville & Southern Railway	1,515	3,899	.....	.....
Upper Mississippi River	31,510	30,780	52,190	54,230
Lower Mississippi River	508,960	241,155	281,635	342,785
Illinois River	11,780	7,040	4,495	5,785
Missouri River	1,355	5,505	4,075	12,775
Ohio River	.....	.....	.....	.....
Cumberland and Tennessee Rivers	18,805	17,535	16,535	21,325
Red, White and Ouachita Rivers	.....	1,340	4,150	.....
Total in Tons	5,973,188	5,652,682	5,143,336	5,991,493
Total by Rail	5,400,728	5,349,327	4,790,256	5,554,493
Total by River	572,410	303,355	363,080	436,900

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PUBLISHED RATES OF FREIGHT BY RAIL FI
ST. LOUIS TO NEW YORK, DURING 189

DATE.	Corn Per 100 lbs	Grain (except Corn) and Mill Feed. Per 100 lbs.	*Meats. Per 100 lbs.	Flou Per bbl
January 1st to July 1st	23	23	35	46
July 1st to September 15th	17.5	23	35	46
September 15 to December 31st	†23	23	35	46

†Export Corn, October 1st to October 31st, 17½ cents per 100 lbs.
*Meats in bulk 5½ cents per 100 lbs.

CLASS RATES.

	1	2	3
To New York	87	75½	58
To Boston	94	81½	63
To Philadelphia	85	73½	56
To Baltimore	84	72½	55

Rate on Cotton to Boston 5 cents higher, to Philadelphia 2 cents 3 cents lower than New York rates.

Rate on Grain from St. Louis Elevators 1½ cents per 100 lbs. m St. Louis rates.

Rates on other heavy freight from St. Louis 1½ to 5 cents per 100 East St. Louis rates.

ALL RAIL RATES OF FREIGHT IN CENTS FROM
TO SOUTHERN CITIES DURING 1896.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.
Flour per barrel	30	45
Pork per barrel	55	82
Grain per 100 lbs	12	20
†Meat packed, per 100 lbs	18	30
†Meat loose, per 100 lbs	18	30
Hay per 100 lbs	12	20

† From October 2d to October 21st rates on Meats were reduced 5c

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL
FROM EAST ST. LOUIS TO NEW YORK.

Per 100 lbs.

1896	23 cts.	1888	
1895	23.57 "	1887	
1894	24.73 "	1886	
1893	28.50 "	1885	
1892 On Grain	26.62 "	1884	
1891 On Wheat	29 "	1883	
1891 On Corn	28½ "	1882	
1890 On Wheat	27⅝ "	1881	
1890 On Corn	23⅜ "	1880	
1889 Except Corn	28½ "	1879	
1889 On Corn	26 "	1878	

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THE RIVERS.

1896 was one of much encouragement to river interests. For
e for several years there was during the entire season a fair depth
of six feet or over, except perhaps two weeks in January when
ll to five feet. This condition, with the further fact that the
ot at any time closed by ice, resulted in a large increase in the
reight handled, as will be seen by the following table:

	1896.	1895.	1894.
d by steamboats and barges	587,755	410,145	455,175
d by rafts.....	84,010	98,658	128,835
l by steamboats and barges.....	572,410	303,355	363,080
....	1,244,175	812,185	946,590

nage for 1896 was the largest since 1890, and fifty per cent in
895.

e increase in freight shipped was the movement of bulk grain
which amounted to 10,527,208 bushels against 1,690,417 the
ar, and which was the greatest amount thus shipped since
14,145,046 bushels were handled by the barges.

bability, or perhaps the certainty, that hereafter there will be
-foot stage of water at all times will insure to the river trade a
s old time prosperity. The plan adopted and now being pur-
general government of maintaining a channel by the means of
s passed the experimental stage, and the government engi-
t hesitate to say that a depth of at least 6 feet will be main-
St. Louis to Cairo, and a greater depth below, even in seasons
low water.

iness of the Upper Mississippi and the Illinois River as well as
see, was very satisfactory and an increase over the last few

---

ustin R. Moore, Treasurer of the St. Louis & Mississippi Valley
tion Company, gives the following review of the business of
iver:

the past few years reports of river conditions and traffic on the
issippi have been characterized, and justly so, by a marked
espondency. The season of 1896, just closing, presents not
e satisfactory retrospect, but fully warrants a more optimistic
e future. While in some measure we have been favored with

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more seasonable and well-distributed rainfall, yet we must award d
proper credit to the efforts of the United States Engineer Corps, a
Mississippi River Commission to maintain deeper and well-
channels. Especially has this been the case, hence to Cairo, und
direction and personal study of Major Handbury, whose untiring
to demonstrate the virtue of dredging and movable jetties, even w
limited and experimental facilities, must call forth the commenda
all river interests—whether navigators or shippers. While the sy
dredging thus far, has been to some extent experimental, sufficient
way has been gained to establish the fact that with the completion
ditional dredges, now under construction, full and satisfactory resu
be reached. The closing days of the season have also felt th
effects of favorable weather; thereby shortening the accuston
embargo between St. Louis and Cairo. While the exhaustive
reports of the Merchants' Exchange may be said to form a sum
all local interests and enterprise, yet they must serve in a great n
as an index to the temperature and pulse of the commercial inte
the whole Mississippi Valley—hence it may not prove inappropri
here to refer to the danger which now menaces this general interest
crevasse which threatens to rob the jetty passage of its requisite
There is every reason, however, to believe, at this writing, that C
will earnestly and promptly legislate to avert this calamity.

Mr. Isaac P. Lusk, General Freight and Passenger Agent
Diamond Jo Line, makes the following report of the business on th
river:

The traffic on the Upper Mississippi River during the season
was very satisfactory.

There has been a steady increase in the passenger travel for
years, and the past season was no exception, this company having
the largest number of passengers that they have for several years.
later part of the season the new and magnificent large side-wheel s
Quincy was put in service, but she made only two trips and wa
compelled to lay up with the balance of the boats on account of low

All the boats running through from St. Louis to St. Paul laid u
in September on account of low water.

The first steamer left St. Louis for Keokuk, Iowa, April 11th,
first steamer for St. Paul left St. Louis May 2nd.

While the boats running through to St. Paul laid up early in Sep
the service was continued between St. Louis and Keokuk until No
3rd, 1896.

The freight traffic was fairly satisfactory, the north-bound b
being merchandise principally, but it was very noticeable that th
ments were mostly of small size, there being very few car lots.

The south-bound shipments of grain were smaller than usual,
flour shipments were somewhat heavier. Owing to the proxi

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o most of the northern points on our route it is only by means freight rates offered by the river route that St. Louis merchants d to sell many lines of goods, and if a fair stage of water could ed upon from the opening of navigation until the close of same ere is no question but what the trade of St. Louis could be creased. In the spring of 1897 or upon the opening of navigation ekly line will be run between St. Louis and St. Paul, Minn., and ly line between St. Louis, Mo., and Keokuk, Iowa.

clone in May wrecked the steamer Pittsburg, one of the Com- gest boats. She has since been rebuilt, and will enter the trade t. Louis and St. Paul upon the opening of navigation.

he Company's boats are now practically new, and with a larger nd boats better adapted to the traffic than have been on the ssissippi for a number of years

---

homas Peniston, General Freight Agent of the Eagle Packet gives the following report of the business of the Illinois River:

n the Illinois River for 1896 was an inprovement over the last ee years. The Eagle Packet Company placed the steamer D. H. e trade between St. Louis and Peoria on the 1st day of March ng regular semi-weekly trips, doing a large business, notwith- he failure of the apple crop in Calhoun and adjacent counties. whole the steamboat company was well satisfied with the Had there been no failure of the apple crop, the business of l have been larger than for many years.

---

hn E. Massengale, Secretary of the St. Louis and Tennessee ket Company, reports as follows:

e pleasure in saying, and look on it with pride, that the St. Louis ssee River trade improved largely during the year 1896. We rgest increase was in live stock coming to this market. Louis- Cincinnati formerly enjoyed this trade, getting thousands of ttle and hogs, that we are now sharing with them. We also crease in flour and general merchandise from this market to the and Cumberland Rivers. Our boats plied between St. Louis on Tennessee River during the entire year, we had but short ow water, and have not been interfered with by ice.

DEPTH OF CHANNEL SOUTHWARD.

ames Good, Superintendent of Barge Line, reports the stage of ng the year as follows:

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ST. LOUIS TO CAIRO.

January	1 to 10	10 ft.	June	1 to 30	
"	10 to 15	7 "	July	1 to 31	
"	15 to 31	5 "	August	1 to 20	
February	1 to 20	8 "	"	20 to 31	
"	20 to 29	6 "	September	1 to 10	
March	1 to 21	6½ "	"	10 to 20	
"	21 to 31	9 "	"	20 to 30	
April	1 to 30	8 "	Octotober	1 to 31	
May	1 to 20	12 "	November	1 to 30	
"	20 to 31	15 "	December	1 to 31	

CAIRO TO NEW ORLEANS.

January	1 to 15	12 ft.	August	20 to 31	
"	15 to 31	10 "	September	1 to 20	
February	1 to 29	15 "	"	20 to 30	
March	1 to 31	15 "	October	1 to 10	
April	1 to 20	20 "	"	10 to 20	
"	20 to 30	15 "	"	20 to 31	
May	1 to 31	15 "	November	1 to 15	
June	1 to 30	18 "	"	15 to 30	
July	1 to 31	15 "	December	1 to 15	
August	1 to 20	15 "	"	15 to 31	

For the past thirty seasons navigation southward has been by ice as follows:

Winter 1865-66, from December 15th to January 12th
" 1866-67, " December 26th to February 3d
" 1867-68, " January 8th to February 18th
" 1868-69, open all winter.
" 1869-70, from December 21st to December 28th
" 1870-71, " December 21st to January 23d
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24
" 1872-73, from November 29th to January 20th
" 1873-74, open all winter.
" 1874-75, from December 30th to February 27th
" 1875-76, open all winter.
" 1876-77, from December 8th to February 5th
" 1877-78, open all winter
" 1878-79, from December 16th to January 29th and February 14th to 17
" 1879-80, from December 17th to December 31st inclusive
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec Feb. 18
" 1881-82, open all winter.
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13
" 1883-84, from Dec. 18 to Feb. 5
" 1884-85, from Dec. 19th to 30th, and 35 days in January and Februar
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7th to Feb. 16th
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27
" 1887-88, from Dec. 19 to Jan. 31.
" 1888-89, open all winter.
" 1889-90, open all winter.
" 1890-91, open all winter.
" 1891-92, from January 9th to February 1st
" 1892-93, from Dec. 20th to Feb. 15
" 1893-94, open all winter.
" 1894-95, from January 1st to March 1st
" 1895-96, open all winter.
" 1896-97, open to close of 1896; prospects for open river all winte

STEAMERS AND BARGES

Permanently and temporarily enrolled and licensed at the Port on the 31st day of December, 1896:

	No. of Vessels.	Gross Tonnag
Permanent enrolled steamers (wood)	87	30,682.46
" " barges	87	82,027.02
" " steamers (iron)	4	1,690.29
" licensed st'm'rs, under 20 tons (wood)	6	68.95
" " " " 20 " (iron)	3	86.50
" " barges " 20 "	2	27.79
" " yachts " 20 "	3	30.23
Total	192	114,613.24

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est and Lowest Stages of Water in the Mississippi River at
s, Mo., for each month of the year 1896:

ARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE
READINGS FOR THE YEAR 1896.

ONTH.	Highest.		Date.	Lowest.		Date.
	ft.	*10ths.*		*ft.*	*10ths.*	
.....	15	4	1	4	4	31
y	10	6	15	4	6	1
.....	9	2	2	4	7	21
.....	13	2	13	5	8	8
.....	27	7	26	13	6	1
.....	25	0	6	17	0	26
.....	21	8	28	13	6	17
.....	15	8	6	9	5	31
er.....	10	5	23, 24	5	5	13, 14
.....	7	6	1	4	4	31
r.....	9	3	7	4	4	1
r.....	7	8	21	3	8	11

ighest stage during the year.....	27.7 feet,	May 26th.
owest stage during the year.....	3.8 "	December 11th.
bsolute range.....	23.9 "	
reatest monthly range.....	14.1 "	May.
east monthly range.....	8.2 "	October.
ean range.....	6.8 "	

HIGHEST AND LOWEST STAGES OF WATER.

record of the highest and lowest water noted at the St. Louis
r Bureau Office since its establishment is as follows: Zero of
being low water mark in 1863, which indicates about 12 feet of
the channel in the harbor of St. Louis, and 4 feet of water in
aces between here and Cairo:

HIGHEST.		LOWEST.		
Date.	Stage.	Year.	Date.	Stage.
ril 11.....	25 ft.- 5 in.	1873..	Nov. 30 and Dec. 1.....	4 ft.- 8 in.
ril 24.....	18 ft.-11 in.	1874..	December 30 and 31....	3 ft.- 4 in.
gust 3	29 ft.-11 in.	1875..	January 8	2 ft.- 9 in.
y 10 and 11.....	32 ft.- 5 in.	1876..	February 7	5 feet.
ne 14	26 ft - 6 in.	1877..	October 4.....	6 ft.-10 in.
ne 15	25 ft.- 8 in.	1878..	December 27	5 ft.-11 in.
ly 3.....	21 ft.- 2 in.	1879.	December 26	3 ft.- 6 in.
y 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29.....	2 ft.-10 in.
y 5.....	33 ft.- 7 in.	1881..	February 4, 5 and 6	7 ft.- 7 in.
ly 5.....	32 ft.- 4 in.	1882..	December 18	2 ft.-10 in.
ne 25	34 ft.- 8 in.	1883..	January 12	4 ft.- 5 in.
ril 9.....	28 ft.- 2 in.	1884..	January 4	3 ft.- 4 in.
ne 17	27 feet.	1885..	December 16 and 17....	2 ft.- 1 in.
y 13	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
ril 3	20.5 feet.	1887..	December 26 and 27....	0.8 feet.
ne 3 and 4.....	29.3 feet.	1888..	January 1	3.5 feet.
ne 1	24.4 feet.	1889..	February 27	2.7 feet.
ne 30.....	20.7 feet	1890..	December 30 and 31....	2.8 feet.
ly 4	23.7 feet.	1891..	December 6	2.3 feet.
y 19	36.0 feet.	1892..	December 27	0.2 feet.
y 3.....	31.5 feet.	1893..	December 9.....	0.0 feet.
y 12	23.3 feet.	1894..	February 3.....	0.2 feet.
cember 22.....	23.3 feet.	1895..	January 2	-0.5 feet.
y 26.....	27.7 feet.	1896..	December 11.....	3.8 feet.

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RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1896—FROM WEATHER BUREAU RECORDS.

Month.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
January	15.4	14.2	13.1	11.8	10.3	8.9	8.5	7.8	7.2	6.5	6.0	5.6	5.4	5.1	5.2	5.2	5 1	5.1	5.1	5.0	4.8	4.7	4.7	4.9	5.3	5.2	4.8	4.6	4.5	4.4	4.4
February	4.6	5.1	6.3	6.9	7.1	7.1	7.4	7.6	7.4	7.1	6.8	6.4	6.9	9.0	10.6	10.2	9.5	9.3	8.9	8.1	7.3	6.2	5.7	5.3	5.2	5.6	6.2	7.4	8.1	...	....
March	8.6	9.2	9.1	8.5	8.5	8.3	8.0	7.6	7.3	7.1	6 9	6.7	6.4	6 2	6.0	5.8	5.6	5.2	5.0	4.9	4.7	4.8	4.9	5.1	5.4	6.2	7.1	7.1	7.5	8.1	8.4
April	8.0	7.5	7.0	6.7	6.4	6.1	5.9	5.8	5.9	6.2	10.0	12.6	13.2	13.0	12.6	12.3	12.0	11.6	11.0	10.4	10.2	9.9	9.7	9.5	9.4	9.6	10.1	10.9	11.6	12.6	....
May	13.6	13.9	14.6	14.0	14.1	14.0	14.0	14.2	14.4	14.6	15.0	15.1	14.8	14.6	14.1	14.0	14.0	14.0	16.2	20.5	23.8	24.9	25.6	26.5	27.2	27.7	27.2	27.6	27.0	26.3	25.3
June	24.3	23.9	24.3	24.5	24.7	25.0	24.8	24.3	24.2	24.1	23.6	23.1	22.0	+	18.8	17.7	17.5	18.7	19.2	19.2	19.1	18.7	18.0	17.5	17.4	17.0	17.1	17.5	17.9	17.4	....
July	17.5	18.0	18.0	18.2	18.7	18.6	18.0	17.8	18.1	18.0	17.2	16.2	15.7	15.2	14.5	13.8	13.6	13.8	13.7	14 1	16.4	20.7	21.8	21.5	20.4	19.0	18.1	17.1	16.3	15.7	15.2
August	14.7	14.9	15.1	15.5	15.7	15 8	15.7	15.7	15.3	14.6	13.9	13.3	13.2	12.7	12.0	11 6	11.1	10.7	10.5	11.1	12.1	12.8	13.4	13.2	12.6	12.2	12.0	11.2	10.5	10.0	9.5
September	8.9	8.5	8.1	7.7	7.4	7.0	6.7	6.4	6.2	5.9	5 7	5.6	5.5	5.5	5.9	6.2	6.2	6.2	6.7	7.6	8.6	9.7	10.5	10.5	9.9	9.5	9.2	8.9	8.9	8.0	....
October	7.6	7.2	6.8	6.6	6.4	6.4	6.2	6.1	6.0	5.9	5.8	5.9	6.0	6.0	6.2	6.5	6.4	6.1	5.8	5.6	5.5	5.3	5.2	5.1	4.9	4.8	4.7	4.6	4.5	4.5	4.4
November	4.4	4.5	5.0	6.2	7.1	8.4	9.3	9.1	8.5	7.9	7.5	7.3	7.0	6.8	6.6	6.6	6.6	6.7	6.8	6.8	6.8	6.6	6.5	6.4	6.2	6.1	6.1	6.0	5.8	5.6	....

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ALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1896.

ARRIVALS.

3.	Upp'r Miss.	Low'r Miss.	Illinois.	Missouri.	Ohio.	Cumb & Tenn.	Total Stmrs	Barg's C'l B's & Sc's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Missi'p.
.....	4	52	.....	1	.....	2	59	36	5,965	
.....	4	79	3	.....	2	10	98	100	30,710	
.....	16	110	25	.....	1	17	169	155	49,635	
.....	62	115	26	5	1	19	228	169	70,275	3,040
.....	75	123	24	6	2	10	239	191	95,935	12,060
.....	73	99	11	1	3	15	202	135	63,670	15,650
.....	81	145	13	.....	4	11	254	147	88,975	17,650
.....	78	103	13	5	.....	15	214	123	52,230	10,900
.....	69	96	16	.....	.....	7	188	93	35,610	17,720
.....	56	101	9	1	.....	8	175	106	31,055	6,990
.....	44	98	7	1	1	5	156	95	38,500	.....
.....	2	73	4	.....	.....	4	83	75	25,195	.....
.....	564	1,193	151	20	14	123	2,065	1,425	587,755	84,010

DEPARTURES.

1896.	Upp'r Miss.	Low'r Miss.	Illinois.	Missouri.	Tenn.	Ohio	White, Red & O'ch's.	Total Dep's	Tons Ship'd
.....	3	50	.....	.....	3	.....	.....	56	10 845
.....	4	76	1	1	5	.....	.....	87	37,695
.....	23	99	23	1	11	.....	.....	157	55,610
.....	63	108	27	5	11	.....	.....	214	64,515
.....	69	115	18	5	7	1	.....	215	73,520
.....	79	83	9	1	11	.....	.....	183	45,440
.....	84	140	13	.....	6	2	.....	245	50,900
.....	79	104	13	4	10	.....	.....	210	62,735
.....	70	90	16	.....	5	.....	.....	181	43,900
.....	49	97	9	1	9	.....	.....	165	38,130
.....	37	100	6	.....	4	1	.....	148	42,340
.....	1	69	4	1	9	.....	.....	84	47,780
.....	561	1,131	139	19	91	4	.....	1,945	572,410

IVALS AND DEPARTURES FOR SEVENTEEN YEARS.

ARRIVALS.					DEPARTURES.		
	Boats.	Barges.	Tons of Freight Received.	Tons of Lumb'r&L'gs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
..	2065	1425	587,755	84,010	1896.....	1945	572,410
..	2007	1126	410,145	98,685	1895.....	1904	303,355
..	2061	1245	455,175	128,855	1894.....	1993	363,080
..	2037	1003	472,895	126,510	1893.....	2009	436,900
..	2053	1090	556,980	130,220	1892.....	2013	502,215
..	1881	1019	450,050	142,090	1891.....	1845	512,230
..	1927	1274	530,790	132,940	1890.....	1910	617,985
..	2195	1474	543,990	127,695	1889.....	2211	712,700
..	2079	1244	597,955	130,855	1888.....	2076	510,115
..	2361	1272	652,880	213,165	1887.....	2328	637,060
..	2087	1269	570,205	200,785	1886.....	2102	561,895
..	1878	1030	479,065	217,860	1885.....	1828	534,175
..	2048	999	520,350	240,330	1884.....	2018	514,910
..	2240	1185	629,225	231,285	1883.....	2140	677,340
..	2537	1310	802,080	271,490	1882.....	2487	769,905
..	2426	1525	852,410	356,020	1881.....	2340	884,025
..	2871	1821	893,860	198,315	1880.....	2866	1,038,350

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RIVER TONNAGE BY MONTHS.

Receipts by River in Tons, 1896.

Months.	Upper Miss.	Lower Miss.	Illinois.	Missouri.	Ohio.	Cumb. & Tenn.	Lumber & Logs By Rafts.
January	540	4,505	.....	.....	.....	920	...
February	630	16,005	680	.....	3,870	9,525	...
March	2,050	28,865	2,620	.....	4,950	11,150	...
April	5,220	32,6[illegible]0	10,300	185	6,405	15,565	3,[illegible]
May	4,985	47,045	8,555	480	24,310	10,560	12,[illegible]
June	7,445	33,055	1,020	90	12,055	10,005	15,[illegible]
July	18,660	53,200	2,015	.....	8,330	6,770	17,[illegible]
August	11,530	29,825	2,465	490	40	7,880	10,[illegible]
September	4,080	26,970	1,020	.....	.....	3,540	17,[illegible]
October	2,980	23,565	790	.....	10	3,910	6,[illegible]
November	2,985	28,195	810	.....	1,020	5,490	...
December	60	21,475	50	.....	1,650	1,960	...
Total	61,165	345,105	30,325	1,245	62,640	87,275	84,[illegible]

TONS OF FREIGHT SHIPPED BY RIVER, 1896.

1896.	Upper Miss.	Lower Miss.	Illinois River.	Miss'ri River.	Ohio River.	Tenn. River.	Whit Red & O'ch' River
January	.....	9,860	.....	.....	.....	985	.....
February	.....	36,595	.....	.....	.....	1,100	.....
March	150	51,530	1,050	.....	.....	2,880	.....
April	2,180	57,400	1,705	490	.....	2,740	.....
May	12,620	56,795	1,325	550	.....	2,230	.....
June	3,060	38,800	1,265	.....	.....	2,315	.....
July	3,960	43,980	1,785	.....	.....	1,175	.....
August	3,765	55,165	1,485	315	.....	2,005	.....
September	2,305	38,690	1,165	.....	.....	740	.....
October	1,620	34,470	1,480	.....	.....	560	.....
November	1,850	39,170	520	.....	.....	800	.....
December	.....	46,505	.....	.....	.....	1,275	.....
Total	31,510	508,960	11,780	1,355	.....	18,805	.....

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MENTS OF BULK GRAIN BY BARGES TO NEW ORLEANS DURING 1896.

BOAT.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Pkge. Frt., Tons.	Bulk Grain, Tons.	Total Tons.
Jay Gould and barges....	21,000	15,530	.....	886	1,064	1,950
Jay Gould "	.....	54,500	.....	.....	1,530	1,530
Exporter "	.....	55,000	.....	.....	1,540	1,540
Jay Gould "	.....	94,500	.....	.....	2,645	2,645
Exporter "	32,000	87,000	.....	630	1,990	2,620
Exporter "	.....	82,600	.....	.....	2,310	2,310
Jay Gould "	.....	85,000	.....	.....	2,380	2,380
Exporter "	.....	124,128	.....	650	3,475	4,125
Jay Gould "	.....	114,800	.....	.....	3,215	3,215
Jay Gould "	.....	65,500	.....	.....	1,835	1,835
Exporter "	.....	74,000	.....	.....	2,070	2,070
Jay Gould "	.....	46,048	.....	500	1,290	1,790
Exporter "	.....	119,700	.....	.....	3,350	3,350
Jay Gould "	.....	108,450	.....	.....	3,035	3,035
Exporter "	.....	44,500	.....	803	1,247	2,050
Jay Gould "	.....	84,500	.....	.....	2,365	2,365
H. M. Hoxie "	.....	79,066	.....	.....	2,215	2,215
Exporter "	.....	79,134	.....	.....	2,215	2,215
Harvester "	.....	28,421	.....	950	795	1,745
Jay Gould "	.....	75,800	.....	.....	2,120	2,120
Exporter "	.....	66,745	.....	.....	1,870	1,870
Harvester "	.....	66,582	.....	.....	1,865	1,865
Exporter "	.....	48,000	.....	340	1,345	1,685
Harvester "	.....	99,500	.....	.....	2,790	2,790
Exporter "	.....	126,500	.....	432	3,543	3,975
Jay Gould "	.....	90,000	.....	.....	2,520	2,520
Harvester "	.....	123,000	.....	.....	3,445	3,445
Harvester "	.....	83,545	.....	.....	2,340	2,340
Harvester "	.....	52,495	.....	385	1,470	1,855
Oakland "	.....	187,500	.....	.....	5,250	5,250
Jay Gould "	.....	130,456	.....	.....	3,650	3,650
Future City "	.....	133,000	.....	.....	3,725	3,725
Harvester "	.....	128,000	.....	191	3,584	3,775
Jay Gould "	.....	124,000	.....	.....	3,470	3,470
Harvester "	24,000	105,800	.....	393	3,682	4,075
Jay Gould "	46,000	50,000	.....	.....	2,780	2,780
Harvester "	30,000	60,500	.....	.....	2,595	2,595
Harvester "	.....	33,500	.....	482	938	1,420
Harvester "	.....	96,518	.....	.....	2,700	2,700
Jay Gould "	.....	48,500	40,000	479	1,996	2,475
Harvester "	.....	138,000	.....	.....	3,865	3,865
Jay Gould "	.....	151,500	.....	.....	4,240	4,240
H. M. Hoxie "	98,200	47,461	.....	.....	4,125	4,125
Harvester "	.....	94,216	.....	1,443	2,637	4,080
Future City "	.....	67,000	78,927	1,382	3,138	4,520
Harvester "	86,289	46,000	.....	.....	3,850	3,850
Harvester "	22,833	128,000	.....	.....	4,270	4,270
Exporter "	126,000	.....	.....	830	3,750	4,580
H. Lourey "	100,000	96,500	.....	816	5,704	6,520
H. M. Hoxie "	44,318	98,000	.....	.....	3,955	3,955
H. Lourey "	58,854	.....	.....	1,290	1,765	3,055
H. Lourey "	72,000	50,500	.....	.....	3,785	3,785
Future City "	34,000	44,800	.....	1,785	1,975	3,760
Future City "	.....	70,200	.....	1,800	1,965	3,765
S. H. H. Clark "	.....	90,000	.....	1,695	2,520	4,215
H. M. Hoxie "	162,368	.....	.....	1,425	3,870	5,295
Oakland "	.....	140,000	.....	1,100	2,560	3,660
H. Lourey "	.....	118,800	.....	.....	3,325	3,325
H. Lourey "	.....	86,501	.....	1,425	1,000	2,425
Future City "	49,520	108,500	.....	.....	4,380	4,380
H. M. Hoxie "	40,070	50,000	.....	913	2,602	3,515
H. M. Hoxie "	.....	153,000	.....	.....	4,285	4,285
H. M. Hoxie "	.....	115,000	44,888	700	3,930	4,720
Oakland "	.....	195,800	.....	.....	5,480	5,480
Harvester "	.....	92,300	.....	.....	2,585	2,585
Harvester "	.....	45,500	.....	855	1,275	2,130
Harvester "	.....	123,800	.....	.....	3,465	3,465
H. Lourey "	20,000	61,050	.....	700	2,310	3,010

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SHIPMENTS OF BULK GRAIN BY BARGES TO NEW DURING 1896.—Continued.

1896.	BOAT.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Pkge. Frt., Tons.
Aug. 18	H. Lourey and barges....	.....	110,500	.....	.....
" 18	H. Lourey "	.....	96,413	.....	.....
" 20	Harvester "	.....	79,539	.....	.....
" 23	Future City "	90,000	17,000	.....	.....
" 25	H. M. Hoxie "	.....	62,000	25,006	910
" 28	Exporter "	69,631	45,000	.....	.....
" 29	Harvester "	28,868	.....	.....	.....
" 31	Harvester "	31,500	.....	.....	545
Sept. 6	Harvester "	24,600	26,800	.....	835
" 7	Exporter "	40,000	23,100	.....	.....
" 15	Exporter "	.....	62,005	.....	.....
" 15	Harvester "	.....	37,600	.....	575
" 20	Exporter "	.....	36,953	.....	646
" 20	Harvester "	22,800	45,900	.....	.....
" 23	Exporter "	.....	70,500	63,744	.....
" 23	Harvester "	.....	104,200	.....	.....
" 26	Exporter "	33,280	52,342	.....	300
" 30	Exporter "	.....	86,000	.....	.....
" 30	Harvester "	40,000	34,100	.....	280
Oct. 3	Harvester "	.....	72,801	.....	.....
" 7	Harvester "	.....	40,000	.....	975
" 12	Harvester "	.....	.....	117,100	.....
" 15	Exporter "	.....	.....	67,393	535
" 17	Harvester "	21,000	.....	.....	1,005
" 19	Exporter "	60,400	.....	.....	.....
" 21	Harvester "	22,000	49,500	.....	.....
" 24	Exporter "	7,000	56,353	.....	.....
" 28	Harvester "	.....	32,500	.....	835
" 30	Exporter "	.....	61,559	.....	.....
Nov. 1	Harvester "	40,000	22,500	.....	.....
" 6	Exporter "	40,000	32,500	.....	510
" 9	Harvester "	.....	123,500	.....	.....
" 10	Exporter "	40,000	69,380	.....	.....
" 12	Harvester "	.....	51,400	.....	605
" 14	Exporter "	.....	78,400	.....	.....
" 16	Harvester "	.....	69,900	.....	.....
" 19	Exporter "	.....	50,790	.....	330
" 29	Harvester "	23,200	35,000	.....	270
Dec. 2	Exporter "	19,929	46,030	.....	.....
" 3	Harvester "	10,903	43,500	.....	150
" 7	Exporter "	.....	60,986	.....	170
" 10	Harvester "	.....	52,500	.....	135
" 12	Exporter "	.....	56,900	.....	96
" 16	Harvester "	.....	70,000	.....	860
" 17	Exporter "	.....	69,800	.....	.....
" 21	Harvester "	.....	60,800	.....	330
" 22	Exporter "	.....	105,000	.....	.....
" 24	Harvester "	.....	89,100	.....	.....
" 26	Exporter "	.....	56,300	.....	635
" 28	Harvester "	.....	64,500	.....	.....
" 30	Exporter "	.....	71,900	.....	.....
	Total from St. Louis	1,732,563	8,358,087	436,558	36,902
	From Belmont and Cairo—				
	January	.....	156,500	.....	.....
	February	.....	63,929	.....	.....
	March	.....	92,100	.....	.....
	April	.....	55,000	.....	.....
	May	.....	41,000	.....	.....
	Grand Total	1,732,563	8,766,616	436,558	36,902

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SHIPMENTS BY SOUTHERN BOATS DURING 1896.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
s, Bbls	1,138	1,068	254
d Beer, Pkgs	5,752	24,304	2,519
g, Pieces	22,991	3,171	836
, Sacks	21	.....	.....
, Bu	.....	.....	.....
l Wire, Lbs	75,050	1,354,100	104,000
, Lbs	13,710	6,400	13,280
Sacks	43,685	806	156
Head	2	90	.....
Sacks	28,454	193	1,015
n Bulk, Bu,	8,358,087	.....	.....
Meal, Bbls	86,888	3,162	73
, Bales	.....	1	.....
Seed Meal, Tons	.....	.....	.....
Pkgs	.....	64	.....
Bbls	182,830	13,111	10,012
Tons	362	593	129
and Mules, Head	848	2,277	733
Head	40	30	2
y and Grits, Bbls	16,437	513	9
Bbls	4,984	241	16
Lbs	145,690	100,300	20,300
Lbs	1,407,000	926,450	246,800
Lbs	8,919,607	297,290	210,400
Sacks	.....	403	.....
Sacks	168,934	2,396	31,785
n Bulk, Bu	436,558	.....	.....
, Pkgs	1,230	1,159	310
es, Pkgs	5,899	4,479	1,387
acks	441	36	.....
Bulk, Bu	.....	.....	.....
Head	.....	736	.....
, Lbs	.....	.....	.....
co, Hhds	.....	22	.....
co, Manfd. Lbs	53,600	254,100	43,700
, Sacks	7,656	381	67
in Bulk, Bu	1,732,563	.....	.....
ey, Bbls	730	1,403	57
Lead, Lbs	2,161,910	590,100	174,500
and Sundries, Pkgs	180,700	572,210	133,350
tal Tons	361,500	147,460	18,805

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RATES OF FREIGHT, BY RIVER, FROM ST. LOUIS TO MEMPHIS, VICKSBURG AND NEW ORLEANS, DURING 1896.

DATE.	Flour and Meal, per bbl.			Pork, per bbl.			Grain and Meats, per 100 lbs.			Hay per 100 lbs.		
	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.
January 1st to January 11th	25	35	25	..	..	37½	12½	17½	12½	15	20	17½
January 11th to February 8th	25	35	20	..	..	30	12½	17½	10	15	20	15
February 8th to December 31st	20	30	30	30	40	45	10	15	15	12	20	17½

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES FROM ST. LOUIS TO NEW ORLEANS FOR FIVE YEARS.

ON CORN, PER BUSHEL.

	1892.	1893.	1894.	1895.	1896.
January	7 cts.	7 cts.	7 cts.	7 cts.	5 cts.
February	7 "	7 "	6 "	6 "	5 "
March	6½ "	6 "	5 "	5 "	4 "
April	5½ "	5 "	5 "	5 "	4 "
May	5 "	5 "	4½ "	4½ "	4 "
June	5 "	5 "	4½ "	4½ "	4 "
July	5½ "	5½ "	5 "	5 "	4 "
August	6 "	6 "	5½ "	5½ "	4 "
September	6 "	6½ "	*	5½ "	5 "
October	6½ "	6½ "	*	*	5 "
November	6½ "	6½ "	*	*	5 "

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM ST. LOUIS TO NEW ORLEANS.

	In sacks by Steamb't.	Wheat in b'lk by B'rges.
1896	14.55 cts. per 100 lbs.	5 cts. per bushel.
1895	12.50 " "	5.95 " "
1894	17.14 " "	5.89 " "
1893	17 54 " "	6.55 " "
1892	16.87 " "	6.50 " "
1891	16.28 " "	6.88 " "
1890	15.66 " "	6.58 " "
1889	17.93 " "	5.95 " "
1888	15 " "	6½ " "
1887	18½ " "	6½ " "
1886	16 " "	6½ " "
1885	15 " "	6 2-5 " "
1884	14 " "	6½ " "
1883	17½ " "	5½ " "

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During the Year 1896 and Previous Years.

YEARS.	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yell'w Pine. Feet.	Poplar. Feet.	Cotton-wood. Feet.	Cedar, Feet.	Chest-nut.
Total, 1896	64,535,400	16,415,200	13,416,900	812,400	9,252,500	.....	4,636,700	9,403,800	410,100	4,000
" 1895	74,161,399	24,766,937	18,033,570	1,708,534	8,673,361	12,000	4,200,711	12,991,020	36,801	.....
" 1894	87,338,323	35,773,000	31,354,350	1,503,500	10,411,105	6,666	5,764,314	16,119,735	.....	.....
" 1893	82,353,776	37,095,900	27,621,750	761,540	6,973,100	.....	5,472,578	7,729,000	.....	.....
" 1892	89,405,052	33,946,500	22,205,300	690,000	7,852,880	.....	5,809,327	9,833,824	.....	.....
" 1891	80,241,799	41,037,750	20,231,050	1,114,490	5,207,190	101,500	7,764,358	11,109,655	.....	.....
" 1890	71,739,010	45,449,150	16,336,650	603,688	10,095,082	257,500	10,629,000	15,586,800	.....	.....
" 1889	71,935,820	43,350,500	21,586,350	401,932	9,793,776	191,500	8,499,600	11,951,345	.....	.....
" 1888	79,311,387	25,743,500	14,650,367	273,744	8,318,880	501,000	10,578,000	8,734,000	.....	.....
" 1887	131,490,066	70,370,735	43,084,705	448,060	6,278,500	113,000	9,471,041	6,436,000	.....	.....
" 1886	124,154,170	48,483,000	37,154,600	862,330	6,609,930	73,790	8,420,462	3,925,500	.....	.....
" 1885	131,753,637	66,582,387	51,127,567	571,450	6,667,940	97,000	6,474,876	3,763,800	.....	.....
" 1884	134,759,928	74,570,533	41,287,829	216,688	5,378,711	.....	3,949,202	3,852,978	.....	.....
" 1883	129,492,639	60,056,671	28,953,100	1,101,630	5,003,146	.....	10,266,093	1,760,000	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut Feet.	Gum. Feet.	Maple. Feet.	Hick-ory Feet.	Cherry. Feet.	Elm Feet.	Birch, Feet.	Mahog-any.
Total, 1896	3,255,000	23,000	465,400	3,221,700	29,200	2,400	.....	38,700	900	49,000	.....	1,000
" 1895	2,497,854	110,000	1,318,608	2,072,274	53,600	213,500	.....	56,800	.....	41,250	4,000	.....
" 1894	844,857	90,141	1,382,991	2,202,180	176,430	250,490	7,000	41,329	3,400	.....	.....	.....
" 1893	964,361	199,000	1,402,340	1,926,305	237,670	198,000	16,600	75,000	48,500	10,000	.....	.....
" 1892	985,746	1,515,766	2,109,753	4,405,934	610,496	411,700	99,500	67,360	11,000	225,700	.....	.....
" 1891	2,066,219	1,427,476	1,557,516	2,934,120	505,168	501,700	18,500	27,500	7,000	43,500	.....	.....
" 1890	1,460,800	377,600	3,959,000	3,646,243	531,585	591,000	60,400	45,000	2,250	147,200	.....	.....
" 1889	434,900	567,500	2,399,000	1,299,700	457,900	799,500	257,590	74,000	36,900	.....	.....	.....
" 1888	557,000	146,000	4,696,000	1,783,079	1,108,900	435,000	234,000	235,600	109,000	.....	.....	.....
" 1887	239,100	250,500	1,693,396	998,519	1,169,617	417,248	148,000	2,500	7,000	.....	.....	.....
" 1886	200,757	271,000	342,000	211,475	884,300	791,600	.....	13,500	.....	.....	.....	.....
" 1885	438,000	.....	1,218,900	369,000	504,775	351,720	.....	.....	.....	.....	.....	.....
" 1884	258,772	.....	2,289,167	702,408	976,463	208,626	.....	.....	.....	.....	.....	.....
" 1883	287,000	.....	4,015,000	762,450	3,398,500	857,000	.....	.....	.....	.....	.....	.....

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BOATS PLYING BETWEEN ST. LOUIS AND OTHE DURING 1896.

LOWER MISSISSIPPI RIVER.

St. Louis and Mississippi Valley Transportation Co. (Barge L S. H. H. Clark, H. M. Hoxie, Harvester, Exporter, J. G City, Oakland, Henry Lourey and model barges.

St. Louis and New Orleans Anchor Line:
Belle Memphis, City of Monroe, City of New Orleans, City City of Cairo, City of Hickman, Arkansas City.

Independent Boat:
C. W. Bachelor.

UPPER MISSISSIPPI RIVER.

Diamond Joe Line:
Quincy, St. Paul, Sydney, Pittsburgh.

Eagle Packet Company:
Spread Eagle, Idlewild, D. H. Pike, Ferd Herold, Che Louis Houck, Grey Eagle.

Clarksville Packet Co.:
Bald Eagle, Belle of Calhoun.

MISSOURI RIVER.

Independent:
Benton, Libbie Conger.

TENNESSEE RIVER.

St. Louis and Tennessee River Packet Co.:
City of Sheffield, City of Paducah, Clyde.

Independent Boat:
Mayflower.

ILLINOIS RIVER.

J. J. Odil.

Miscellaneous tow, raft, tramp and steam canal boats:
Mary M. Michael, Chas. McDonald, Jos. Walton, Iowa, D Dolphin No. 2, Saturn, Satellite, Artemus Lamb, John I Longfellow, G. M. Sively, Josie Sively, Alice Brown, Jer Reindeer, Pauline, Robert Dodd, Ruth, Scotia, Statie, Fi Thomas Reese No. 2, Tenbrook, Wildwood, Thos. Parker, Excell, Fawn, Geo. L. Bass, Helen Mar, Helen Schule Frisbie, Ironsides, Iron Age, Imperial, Daisy, J. C. Atlee,

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ber Boy, Laura Doone, Nellie Speer, C. Boeckeler, Polar Wave, e, Abner Gile, Climax, Mountain Belle, A. S. Willis, Abner O'Neil, . Van Sant, A. Saltzman, Antelope, Aida, Belle Mac, Borealas B. E. Linehan, Belle of Ottawa, Capitola Butts, City of Bruns- Imperial, Niagara, Joliet, State of Kansas, New South, John D. s, Kenton, John K. Speed, Sea Wing, City of Chattanooga.

EXCURSION BOATS.

of Providence, Grand Republic, City of Vicksburg.

RIVER ACCIDENTS 1896.

-Steamer Royal was destroyed by fire in the Ohio River. Loss, $25,000.

-Steamer Congo sank in the lower Mississippi River. Loss, $20,000.

Steamer Crescent sank in Cumberland River. Loss, $9,000.

The tow boats J. P. Jackson and Arthur Lambert were destroyed by fire at New Orleans. Loss, $100,000.

-The tow boat Boaz struck railroad bridge at Memphis, sinking four coal boats. Loss, $10,000.

.—The tow boat Hawk struck snag and sank near Pittsburg; was raised.

.—Steamer Sam Brown was destroyed by fire in the Ohio River. Loss, $25,000.

—Steamers Alex. Perry and W. S. Norton, with three wharf-boats loaded with freight, were destroyed by fire at Evansville. Loss, $100,000.

-Steamer Harry Brown exploded her boilers at Vicksburg, Miss. Loss, $45,000. Ten lives reported lost.

-The ferryboat Katherine was capsized by high winds at Cairo. Eleven lives reported lost.

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May 27,—By tornado at St. Louis:

Steamer Dolphin No. 2 .....
" Libbie Conger .....
" City of Quincy .....
" J. J. Odil .....
" Bald Eagle .....
" City of Vicksburg .....
" City of Cairo .....
" Arkansas City .....
" Pittsburgh .....
" Charlotta Boeckeler .....
" Austria .....
" Gazelle .....
" Diana .....
" Geo. A. Madill .....
" Henry Sachman .....
" Napoleon Mulliken .....

Also four ferry boats, eight barges, and forty coal boat
of Brown Bros. of Pittsburgh, were a total loss.

Partly and badly wrecked steamers, total damages
$175,000: Belle of Calhoun, City Harbor Bo
Louis Houck, Cherokee, Harvester, Jack Frost,
dence, Gray Eagle, Polar Wave, City of Mon
Benton, S. S. Clubb (tug), Baton Rouge Belle (

The wharf-boats of the Tennessee Packet Company,
Company, Anchor Line, and Valley Line were b

Total loss to all floating property was $489,500.

June 22.—Steamer Lancaster was destroyed by fire in th
Loss, $8,000.

July 20.—Steamer Bertie Bailey sank in the Yazoo River.

July 22.—Steamer Paul Tulane struck a snag and sank nea
Loss, $35,000.

July 28.—Steamer Pin Oak sank in the Missouri River. Lo

Aug. 23.—Steamer City of Hickman struck hidden obstruct
phis and sank. Loss, $75,000.

Sept. 19.—Lulu Prince struck a snag and sank in the Atch
Loss, $20,000.

Oct. 7.—Steamer Columbia sank in the Ohio River. Loss, $

Nov. 8.—Steamer New Jennie was destroyed by fire at
Loss, $3,000.

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IPARATIVE BUSINESS IN LEADING ARTICLES

AT ST. LOUIS FOR 1893, 1894, 1895 AND 1896.

ARTICLES.	1893.	1894.	1895.	1896.
unt manufactured bbls.	1,669,048	1,656,645	1,740,026	1,333,986
' handled..... "	4,783,838	4,717,954	3,753,370	4,076,491
al receipts.....bush.	14,442,999	10,003,242	11,275,885	12,651,248
" ..... "	33,809,405	23,546,945	8,779,290	24,763,445
" ..... "	10,056,225	10,196,605	10,466,160	11,491,310
" .... "	583,799	140,285	224,821	296,930
" ..... "	1,986,746	2,083,438	2,104,126	1,931,611
eceived (including				
uced to wheat).... "	66,348,786	51,646,405	37,410,330	57,203,249
eipts.....bales.	638,400	812,705	699,798	553,291
anufactured.....yards.	12,000,000	13,000,000	11,700,000	8,000,000
ts .....tons.	141,238	159,969	195,582	230,352
eceipts.....hhds.	39,587	43,264	48,642	35,947
pts in pigs 80 lb...pigs.	1,348,544	1,463,229	1,500,923	1,946,139
ct, total shipm'ts..lbs.	285,323,741	345,481,499	339,430,499	300,365,754
eipts.....head.	903,257	773,571	851,275	955,613
' ..... "	397,725	359,695	510,660	632,872
' ..... "	1,105,108	1,489,856	1,440,342	1,997,895
Mules, receipts... "	46,834	59,822	77,820	121,722
Logs, " ...feet.	855,297,730	694,395,856	826,175,742	795,373,900
" ...pcs.	148,589,900	106,782,000	64,185,937	80,528,200
" ... "	27,621,750	31,354,350	18,033,570	13,416,900
l receipts.....lbs.	15,024,436	24,861,455	21,593,780	15,139,840
" ..... "	45,011,866	46.456,970	44,169,790	46,505,880
ived . ..... "	273,331,736	198,869,450	185,832,650	183,786,250
cluding Glucose) rec'd, galls.	4,274,080	5,765,901	4,310,327	4,649,675
eived.....bags.	248,347	246,612	259,289	403,388
pts.....pkgs.	87,959	66.576	93,039	87,690
.....bush.	87,769,375	74,644,375	88,589,935	87,677,600
.....kegs.	415,416	522,673	428,042	353,123
eceipts.....bush.	1,644,314	1.392,522	2,469,371	2,179,292
" .....bbls.	241,189	248,830	304,204	329,666
" .....sacks.	80,198	60,737	72,793	39,163
" ... bush. in bulk.	364,020	620,500	804,980	454,160
.....lbs.	12,575,298	14,138,544	15,812,095	16,121,892
ight of all kinds received				
ped	16,519,881	15,239,765	16,650,856	17,408,019

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FOREIGN GRAIN TRADE.

The Foreign Grain Trade for the past year assumed formid
tions, the amount exported by St. Louis grain houses by rail
from St. Louis and from interior points exceeding 37,000,000 b

Of this amount 10,527,208 bushels were forwarded from
river to New Orleans, 3,059,750 bushels via rail to the Atlanti
and 118,857 bushels to Cuba and Mexico.

In addition to the above some 4,000,000 bushels of wheat a
bushels of corn were shipped by St. Louis exporters by all ra
on the east and west side of the river to New Orleans an
and to Newport News. This was made possible by the low
freight from the interior to Gulf and Atlantic ports. The sl
of profit, especially in corn, rendered necessary the utmost
transportation, which was met by all rail lines, and thus a l
of the St. Louis export grain trade, which under natural cond
move via St. Louis and the river, was sent direct by rail to
This, however, was legitimately St. Louis business, being
St. Louis exporters.

New Orleans. which is the natural outlet to the sea for St.
took second position among all the Seaboard cities in the am
exported. Baltimore led with 26,382,182 bushels, and New O
next with 25,292,502 bushels, followed by New York wit
bushels.

The movement in wheat was curtailed by the large advance
of that cereal from September to the close of the year, the ho
requiring nearly all the available supply.

The immense crop of Corn, following the crop of the pr
made values so low that there was a constant demand fr
resulting in the large movement from all ports.

The total exports from the United States for 1896 wer
bushels of wheat, and 131,960,530 bushels of corn, the larges
corn for many years.

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FOREIGN SHIPMENTS OF FLOUR AND GRAIN

HROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS AND RIVER

FOR THE YEAR 1896.

DESTINATION.	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Oats, bushels.
land	98,665	50,000	185,600	51,500
many	12,760	.....	.....	750
nce	.....	.....	.....	.....
land	81,730	.....	.....	.....
and	84,530	.....	.....	.....
tria	2,300	.....	.....	.....
mark	165	59,000	.....	.....
way	1,595	.....	.....	.....
land	5,455	.....	.....	.....
gium	20,095	.....	.....	.....
y	.....	.....	.....	.....
ica	250	.....	.....	.....
tzerland	.....	.....	.....	.....
den	340	.....	.....	.....
and	.....	.....	.....	.....
vfoundland	6,260	.....	.....	.....
ada	1,450	.....	8,180	.....
a	27,150	.....	11,786	.....
tral America	3,820	.....	.....	.....
th America	206	.....	.....	.....
ico	150	4,000	101,821	1,250
to Rico	1,075	.....	.....	.....
board for Export	26,625	154,500	2,431,800	126,600
for Export by Rail	374,621	267,500	2,739,187	180,100
for Export by River	.....	1,732,563	8,358,087	436,558
otals	374,621	2,000,063	11,097,274	616,658

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EXPORTS OF WHEAT FROM THE UNITED STATES.

From	1893. Bushels.	1894. Bushels.	1895. Bushels.
New York	36,437,499	22,913,106	20,339,263
San Francisco	18,052,294	11,876,083	18,442,605
Baltimore	13,048,702	8,448,448	3,977,261
Philadelphia	5,657,398	4,204,412	1,537,226
New Orleans	12,896,734	2,925,541	836,202
Duluth and Superior	648,471	2,789,432	2,908,590
Willamette	5,504,970	6,266,998	8,237,944
Boston	3,934,125	3,861,876	4,810,384
Yorktown (Newport News)	2,079,060	2,365,402	1,185,400
Puget Sound	3,594,375	4,567,264	3,172,524
Chicago	1,422,770	1,544,462	222,000
Galveston	1,310,950	135,137	.....
All other districts	3,790,221	626,389	1,135,287
Total bushels	108,377,569	72,523,389	66,804,686

EXPORTS OF CORN FROM THE UNITED STATES.

From	1893. Bushels.	1894. Bushels.	1895. Bushels.
New York	13,551,247	11,013,265	19,626,817
New Orleans	6,506,333	5,441,448	8,756,706
Baltimore	7,486,403	7,768,377	9,645,758
Boston	5,505,966	3,896,933	5,320,083
Philadelphia	3,985,406	2,529,809	3,307,413
Newport News	2,560,088	4,822,738	4,866,335
Chicago	7,832,350	1,649,408	2,102,074
Miami	882,233	664,752	789,174
Galveston	98,508	5,412	1,233,477
Norfolk	.....	1,044,988	3,545,363
Corpus Christi	.....	.....	.....
Mobile	.....	.....	.....
Paso del Norte	.....	.....	.....
Pensacola	.....	.....	.....
Oswegatchie	.....	.....	.....
All other districts	6,735,384	2,969,581	2,763,438
Total bushels	55,143,918	41,806,711	61,956.638

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IENT OF BULK GRAIN EXPORTED FROM NEW ORLEANS, DURING 1896 AND COMPARISONS FOR PREVIOUS YEARS.

To	1896 Wheat. Bush.	1896 Corn. Bush.	1896 Oats. Bush.	1896 Rye. Bush.
.....	1,995,732	7,250,030	.....	.....
.....	1,088,443	3,552,762	.....	.....
.....	48,600	3,667,492	.....	.....
.....	252,310	3,242,801	.....	.....
.....	80,000	3,745,110	234,000	.....
.....	.....	1,374,871	.....	.....
.....	243,651	585,210	.....	17,700
.....	.....	675,770	.....	.....
.....	133,577	169,310	.....	.....
.....	.....	428,500	.....	.....
erica	.....	240,170	.....	.....
.....	.....	89,800	.....	.....
.....	.....	60,288	.....	.....
amaica	.....	20,000	.....	.....
ushels, 1896	3,842 313	25,102,114	234,000	17,700
ushels, 1895	848,751	8,795,708	.....	.....
ushels, 1894	2,885,670	5,263,871	.....	.....
ushels, 1893	12,791,477	6,257,383	.....	.....
ushels, 1892	14,334,498	6,791,233	.....	.....
ushels, 1891	10,014,351	1,941,853	.....	.....
ushels, 1890	1,358,753	11,978,678	.....	.....
ushels, 1889	1,067,864	13,601,830	.....	.....
ushels, 1888	1,056,892	5,599,663	.....	.....
ushels, 1887	1,390,126	7,201.231	.....	.....
ushels, 1886	988,626	8,155,943	.....	.....
ushels, 1885	24,148	7,529,257	.....	.....

S OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS FOR TWENTY-TWO YEARS.

	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
.....	1,732,563	8,358,087	.....	436,558	10,527,208
.....	483,614	1,251,803	.....	.....	1,690,417
.....	1,042,193	1,263,310	.....	40,000	2,345,503
.....	3,710,300	3,293,808	.....	75,430	7,079,598
.....	5,149,708	3,228,645	.....	36,587	8,414,940
.....	6,940,215	1,482,731	45,600	.....	8,468,546
.....	1,409,440	8,717,849	.....	89,960	10,217,244
.....	1,651,950	12,398,955	17,432	89,707	14,158,046
.....	1,247,952	5,844,042	.....	160,584	7,252,578
.....	3,973,737	7,365,340	.....	217,722	11,556,799
.....	743,439	7,501,730	.....	598,755	8,834,924
.....	50,000	8,180,039	36,093	401,787	8,667,919
.....	1,318,688	4,496,785	344,864	487,221	6,647,558
.....	1,435,043	9,029,509	205,430	389,896	11,059,508
.....	5,637,391	2,529,712	15,994	150,320	8,333,417
.....	4,197,981	8,640,720	22,423	132,823	12,993,947
.....	5,913,272	9,804,393	45,000	.....	15,762,664
.....	2,390,897	3,585,589	157,424	30,928	6,164,838
.....	1,876,639	2,857,056	609,041	108,867	5,451,603
.....	351,453	3,578,057	171,843	.....	4,101,353
.....	37,142	1,737,237	.....	.....	1,774,379
.....	135,961	172,617	.....	.....	308,578

OF THE ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION CO. "BARGE LINE."

rs 9
..... 72
bulk grain, to float at one time ..... 3,600,000 bushels
moving to New Orleans monthly ..... 2,500,000 bushels

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AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS, PER BUSHEL BY STEAMER FROM ST. LOUIS TO LIVERPOOL VIA NEW ORLEANS, 1895 AND 1896.

Month.	St. Louis to N. O. pr bush		N.O. to Liverpool pr bush.		Total St. L. to Liverpool.	
	1896.	1895.	1896.	1895.	1896.	1895.
January	5½	7½	8	8¾	13½	15¾
February	5½	6½	8	7	13½	13½
March	4½	5½	8	7½	12½	13
April	4½	5½	5	6½	9½	12
May	4½	5	8	3	12½	8
June	4½	5	6	nom.	10½	nom.
July	4½	5½	6	3½	10½	8¾
August	4½	6	8	5¾	12½	11¾
September	5½	6	10	5½	15½	11¾
October	5½	*	11	6¾	16½	*
November	5½	*	11½	7½	17	*
December	5½	7	11½	8	17½	15

* During October and November, 1895, navigation was suspended on account of ice.

AVERAGE RATES OF FREIGHT ON WHEAT IN CENTS, PER BUSHEL FROM ST. LOUIS TO LIVERPOOL VIA RAIL TO NEW YORK DURING 1895 AND 1896.

Month.	E. St. L. to N.Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1896.	1895.	1896.	1895.	1896	1895.
January	13.80	17.40	6½	2½	19.92½	19.77½
February	13 80	13 80	4½	3½	18.30	17.67½
March	13 80	13.80	3½	4½	17.05	18.17½
April	13 80	13 80	3⅞	3⅞	17.67½	17.67½
May	13 80	13.80	4½	3½	17.92½	17.30
June	13.80	13.80	4	2½	17.80	16 05
July	13 80	13.80	4	3½	17.80	17.05½
August	13.80	13.80	5½	3½	19.05	17.67½
September	13.80	13 80	8	4½	21.80	18 55
October	13.80	13 80	9⅞	5⅞	23.67½	19.67½
November	13 80	13.80	10 3/8	6 3/8	24.17½	20.17½
December	13.80	13.80	7½	6½	20.92½	20.17½

AVERAGE RATE OF FREIGHT ON WHEAT PER BUSHEL BY STEAMER FROM NEW ORLEANS TO LIVERPOOL DURING 1895 AND 1896.

Month.	Rate in Cents.	Rate in Cents.
	1896.	1895.
January	7c. to 9c.	7½ to 9
February	7c. to 9c.	6 to 8
March	7c. to 9c.	7 to 8
April	4c. to 6c.	6 to 7
May	7c. to 9c.	nominal.
June	6c.	3 to 3½
July	6c.	4½ to 7
August	8c.	4½ to 6
September	10c.	6 to 7½
October	11c.	6 to 9½
November	11½c.	6 to 10
December	11c. to 12½c.	.....

AVERAGE RATE OF FREIGHT ON WHEAT PER BUSHEL BY STEAMER FROM NEW YORK TO LIVERPOOL DURING 1895 AND 1896.

Month.	Rate in Cents.	Rate in Cents.
	1896.	1895.
January	6½c.	2½
February	4½c.	3½
March	3½c.	4½
April	3⅞c.	3⅞
May	4½c.	3½
June	4c.	2½
July	4c.	3½
August	5½c.	3⅞
September	8c.	4½
October	9⅞c.	5⅞
November	10⅜c.	6⅞
December	7½c.	6½

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ERAGE RATES OF FREIGHT ON GRAIN IN CENTS.

T. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
21	8½	41	.....	.....
17½	7¼	38	.....	.....
18	7¾	33½	.....	.....
19	8¼	42	.....	.....
20	6	32	.....	.....
20	6 5-12	29½	22 2-3	23⅝
17¾	5½	33	19 7-12	27
14	6 5-8	26	14 7-12	21¼
15	6 2-5	22 1-7	15 1-9	20½
16	6½	29	16 1-6	24
18¼	6	32 2-15	15	24½
15	6½	*29½	15 1-6	22.95
17.93	5.95	28½	17 1-3	24.97
15.66	6.58	27⅝	14 1-3	21.48
16.28	6.87½	29	15 3-4	23.55
16.87	6.50	26.62	14	21
17.54	6.55	28.50	14.71	21.72
17.14	5.89	24.73	11.69	18.71
13.00	5.95	23.57	12 1-8	18.33
15.54	5.00	23.00	13.50	19-67½

e figures represent published rates. At times during the year the rate w as 20c per 100 lbs., making the average rate St. Louis to Liverpool via t at times as low as say 17¼ cents per bushel on wheat.
rail rates for 1895 is published rates. Lower rates prevailed most of the could not be ascertained.

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COTTON.

The business of the cotton year ending August 31st last was not factory one, the amount handled being very considerably less t previous years. The gross receipts were 565,683 bales, of which was shipped via St. Louis on through bills of lading from Southern leaving 90,887 bales as the net receipts. A portion, however, through shipments were for St. Louis account.

The heaviest receipts were during the months of October, No and December.

As usual, Arkansas and Texas furnished the bulk of the receip 264,888 bales from the former, and 179,029 from Texas.

The shipments show that a less amount in proportion was exp Europe than in former years.

The lowest prices for middling cotton at St. Louis was in Jul the quotations were 6 11-16 to 6 15-16, while the highest were in 8½ to 9 cents.

Mr. Henry G. Hester, Secretary of the New Orleans Cotton Ex in his annual report says: "As a whole, the year has been most factory to the trade, but to the producing interests the shortag crop has been almost made up by improvement in price."

"Based on a fair average for the United States, the highe touched was 9 3-10c per pound for middling, and the lowest 6 average for the entire season being 8.18c, a gain on the crop o year's average of 2.26c per pound, or, say, in round figures, $11 pe

"The average commercial value of the crop has been $41.09 p against $30 last year, $37.50 the year before, and $42.50 in 1892-93, total value of the crop compares with past four years as follows:"

COMMERCIAL CROP.

	Bales.	Valu
1895-96	7,157,346	$294,095,
1894-95	9,901,251	297,037,
1893-94	7,459,817	283,118,
1892-93	6,700,365	284,765,
1991-92	9,035,379	338,826,

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OWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
.....	565,683	474,796	90,887
.....	926,285	781,694	144,591
.....	635,421	462,032	163,389
.....	474,024	301,186	172,838
.....	723,628	425,737	297,891
.....	706,469	400,454	306,015
.....	538,910	311,823	227,087
.....	584,572	323,619	260,953
.....	520,292	271,028	249,264
.....	411,832	167,698	244,134
.....	472,682	246,017	226,665
.....	291,056	103,312	187,744
.....	297,122	80,599	216,523
.....	456,858	160,098	296,760
.....	369,579	129,060	240,519
.....	398,939	97,586	301,353
.....	496,570	172,286	324,284
.....	335,799	117,083	218,716
.....	248,856	61,561	187,295

NTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1895–96.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
895.....	1,072	11,753	12,825	9,180
.....	25,162	101,009	126,171	95,434
.....	27,686	110,862	138,548	112,818
.....	19,581	99,785	119,366	109,430
6.....	7,079	39,244	46,323	45,371
.....	3,856	35,213	39,069	45,309
.....	2,351	28,799	31,150	43,201
.....	1,596	18,039	19,635	15,966
.....	775	17,606	18,381	8,252
.....	290	8,516	8,806	26,062
.....	1,144	2,469	3,613	30,963
.....	295	1,501	1,796	8,232
es	90,887	474,796	565,683	550,208

PTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	2895-96.	1894-95.	1893-94.
on Mountain & Southern R. R.....	289,074	416,598	271,267
cific R. R.	176	66	20
io R. R.....	59,631	72,789	114,318
San Francisco R. R	39,876	77,982	70,850
Southwestern R. R.....	22,007	119,682	85,899
tral R. R.....	14,883	19,277	17,306
ansas & Texas R. R	131,895	208,819	87,228
lton R. R.)West).....	350	550	51
R. (West).....	231	565	247
Northwestern R. R.....	.....	.....	75,290
Nashville R. R.....	1,102	744	.....
ssippi River Boats.....	5,980	7,842	2,137
and Tennessee River Boats	528	1,371	1,308
l Bales	565,683	926,285	625,421

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STATEMENT SHOWING THE SOURCES OF SUPPLY COTTON FOR FIVE YEARS.

	1895-96. Bales	1894-95. Bales.	1893-94. Bales.	1892-93. Bales.
From Arkansas	264,888	407,812	269,857	220,371
" Texas	179,029	348,095	251,924	147,667
" Missouri	11,095	17,028	12,144	15,662
" Tennessee	50,092	59,774	32,414	35,337
" Mississippi	47,061	53,124	43,746	26,747
" Indian Territory	1,497	6,243	10,269	7,972
" Alabama	3,079	7,364	9,522	8,449
" Kentucky	149	201	1,067	80
" Louisiana	7,922	24,237	14,130	11,110
" Kansas	9	52	44	105
" Oklahoma	862	1,756	304	524
Total Receipts	565,683	926,285	625,421	474,024

DIRECTION OF SHIPMENTS.

	1895-96. *Bales.*	1894-95. *Bales.*	1893-94 *Bales.*	1892-[illegible] *Bales*
For Export to England	96,414	262,915	171,205	86,5[illegible]
" Germany	6,603	23,374	5,907	5,5[illegible]
" France	484	2,116	603	6,9[illegible]
" Belgium	150	2,232	924	6[illegible]
" Holland	2,082	540	100	.....
" Russia	.....	.....	.....	.....
" Italy	.....	621	.....	2[illegible]
" Switzerland	.....	346	.....	2[illegible]
" Scotland	.....	.....	.....	.....
" Austria	.....	.....	.....	.....
" Saxony	.....	.....	.....	.....
" Nova Scotia & N.Br'nsw'k	2,093	1,116	100	.....
" Ireland	.....	.....	.....	.....
" Japan	1,340	3,165	.....	.....
Total Exported by rail via Atlantic seaboard	109,221	296,455	178,839	100,0[illegible]
Shipments Eastward, by rail for consumption	411,275	645,268	401,223	374,2[illegible]
" Eastward to Canada	22,586	44,415	28,944	24,5[illegible]
" Southward by N'w Orl'ns boats	.....	.....	.....	.....
" " by rail, local	1,537	5,320	710	8[illegible]
" Westward by rail and boats	1,052	.....	5	[illegible]
" Northward by boat and rail	4,537	8,461	2,611	1,0[illegible]
Total Shipments	550,208	999,919	612,332	500,8[illegible]

SHIPMENTS OF COTTON BY EACH ROUTE FOR FOUR COTTON Y[illegible]

ROUTE.	1895-96. BALES.	1894-95. BALES.	1893-94. BALES.
Baltimore & Ohio Southwestern	20,253	112,737	10,045
Cleveland, Cin., Chicago & St. Louis Road	109,589	164,957	72,439
Wabash Railway	77,175	194,942	116,041
Vandalia Road	89,817	191,906	190,792
Chicago, Peoria & St. Louis Railroad	3,606	1,041	337
Chicago & Alton Road	180,788	230,985	141,822
Louisville & Nashville Road	710	2,218	200
Illinois Central Railroad	284	.....	.....
Toledo, St. Louis & Kansas City Road	61,854	90,611	77,867
Chicago, Burlington & Quincy Road	4,490	7,389	2,243
Mobile & Ohio Road	290	.....	.....
Louisville, Evansville & St. Louis Road	103	3,102	510
St. Louis, Iron Mountain & South'n R.R.	150	.....	.....
Keokuk & St. Louis Road	.....	.....	.....
Upper Mississippi River Boats	47	31	31
New Orleans Boats	.....	.....	.....
By Rail westward	1,052	.....	5
Total	550,208	999,919	612,332

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COMPARATIVE STATEMENT.

HIPMENTS, STOCK AND CONSUMPTION OF COTTON FOR FIVE YEARS.

	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.
.....	565,683	926,285	625,421	474,006	723,628
nd Sept. 1	7,549	17,899	19,502	46,402	10,755
on	.....	.....	.....	2,315	2,051
Total bales.....	573,232	944,184	644,923	522,723	736,414
.....	550,208	999,919	612,352	500,898	885,789
tion.....	1,200	.....	.....	372	2,788
es August 31	18,328	7,549	17,899	19,502	46,402
d for	3,496	.....	14,692	1,951	255
....	.....	.....	.....	.....	1,180
Total bales.....	573,232	1,007,468	644,923	522,723	736,414

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

	Receipts. bales.	Shipments. bales.	Stock. bales.
.....	111,617	100,838	18,328
.....	161,219	171,451	7,549
.....	168,571	170,201	17,899
.....	177,834	204,734	19,502
.....	310,344	274,177	46,402
.....	309,273	299,112	10,375
.....	231,288	231,266	574
.....	270,848	274,246	512
.....	256,809	257,044	3,910
.....	258,234	264,110	4,140
.....	240,183	231,868	9,924
.....	203,584	203,493	1,609
.....	228,414	231,484	1,518
.....	304,300	301,451	4,588
.....	249,115	265,637	1,739
... .	317,195	316,537	8,225

IAL CROP BY STATES, IN THOUSANDS, AS REPORTED BY THE NEW ORLEANS COTTON EXCHANGE.

	1895-6.	1894-5.	1893-4.
.....	830	1,000	925
..... .	620	50	625
.....	48	60	50
....	1,079	1,300	1,125
.....	430	600	400
.....	860	1,200	916
olina, etc.....	384	465	425
olina.....	664	800	750
, etc.....	252	350	275
Indian Territory.....	1,990	3,276	2,059
Total crops—bales	7,157	9,901	7,550

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TABLE SHOWING THE HIGHEST AND LOWEST PRIC

MIDDLING COTTON EACH MONTH FOR FOUR YEARS.

MONTHS.	1895-96.		1894-95.		1893-94.		18
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
September	7½	8¾	5⅞	6⅜	7¾	8⅛	7
October	8½	9	5 5-16	5¾	7 11 16	8⅛	7 9-16
November	8⅜	8⅝	5	5½	7⅛	7 13-16	7¾
December	7 15-16	8 5-16	5⅛	5⅜	7¼	7 9-16	9¾
January	7 13-16	8	5 1-16	5⅛	7 5-16	7⅞	9 7-16
February	7 9-16	7 15-16	5 1-16	5⅛	7⅛	7⅛	9
March	7 7-16	7⅝	5⅛	5 13-16	7¼	7⅜	8½
April	7 9-16	7⅝	5 13-16	6⅜	7¾	7⅜	7 11-1
May	7 9-16	7 11-16	6¼	6⅞	7 3-16	7	7 ½
June	7 1-16	7½	6 11-16	6⅞	7 1-16	7 3-16	7 7-1
July	6 11-16	6 15-16	6 11-16	6¾	6 15-16	7 1-16	7½
August	6¾	8	6 11-16	7½	6⅝	6⅞	7

	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.
Average weight per bale..	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
St. Louis receipts	524	516	507.16	507	511	510
Crop of United States	501.92	508.72	499.27	500.37	498.77	498.81

THE CROP OF THE UNITED STATES FOR 63 YEARS IN BALES

1831-32, 987,477	1844-45, 2,394,503	1857-58, 3,227,339	1870-71, 4,317,006	1883-84,
1832-33, 1,070,438	1845-46, 2,100,537	1858-59, 4,018,914	1871-72, 2,971,351	1884-85,
1833-34, 1,205,394	1846-47, 1,778,651	1859-60, 4,861,292	1872-73, 3,874,559	1885-86,
1834-35, 1,254,328	1847-48, 2,630,786	1860-61, 3 849,469	1873-74, 4,170,388	1886-87,
1835-36, 1,360,725	1848-49, 2,866,938	1861-62, no record	1874-75, 3,827,845	1887-88,
1836-37, 1,422,930	1849-50, 2,233,718	1862-63, no record	1875-76, 4,632,313	1888-89,
1837-38, 1,801,487	1850-51, 2,454,257	1863-64, no record	1876-77, 4,474,069	1889-90,
1838-39, 1,360 532	1851-52, 3,126,310	1864-65, no record	1877-78, 4,773,865	1890-91,
1839-40, 2,177,835	1852-53, 3,416,214	1865-66, 2,277,683	1878-79, 5,074,155	1891-92,
1840-41, 1,034,915	1853-54, 3,074,979	1866-67, 2,232,660	1879-80, 5,761 252	1992-93,
1841-42, 1,683,574	1854-55, 2,982,634	1867-68, 2,559,241	1880-81, 6,605 750	1893-94,
1842-43, 2,378,875	1855-56, 3,665,557	1868-69. 2,433,770	1881-82, 5,456,048	1894-95,
1843-44, 2,030,400	1856-57, 3,093,737	1869-70, 3,114,592	1882-83, 6,949,756	1895-96,

GENERAL CROP MOVEMENT, SEASONS 1894-95 AND 1

From New Orleans Cotton Exchange Report.

CONSUMPTION UNITED STATES.

	1895-96. Bales.		1894-95. Bales.	
Total Crop United States	7,157,346		9,901,251	
Stock at Ports beginning of year	280,091		183,787	
TOTAL SUPPLY—		7,437,437		1
Exported during year	4,626,168		6,718,961	
Sent to Canada	81,040		99,316	
Burnt at Delivery Ports	2,078		39,993	
Stock at close of year	223,179		280,091	
		4,932,465		
Total takings for consumption, U. S.		2,504,972		
Of which—Taken by spinners in Southern States, Total		904,701		
Taken by Northern spinners		1,600,271		

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PUBLIC ELEVATORS.

Designation.	Capacity for Bulk Grain.	Additional Capacity for Packages.
St. Louis	1,500,000 bush.	200,000 sacks.
Central A	400,000 "	.....
" B	1,500,000 "	.....
East St. Louis	600,000 "	165,000 sacks.
Advar ce	500,000 "	... .
Union	1,500,000 "	.....
Venice	600,000 "	.....
Merchants'	800,000 "	.....
Union Depot	750,000 "	.....
Farmers'	1,500,000 "	.....
Burlington	1,300,000 "	.....
Total, Jan. 1st, 1897	10,950,000 bush.	365,000 sacks.
" " " 1896	12,550,000 "	365,000 "
" " " 1895	12,100,000 "	365,000 "
" " " 1894	11,550,000 "	365,000 "
" " " 1893	11,800,000 "	365,000 "
" " " 1892	11,800,000 "	365,000 "
" " " 1891	11,800,000 "	365,000 "

PRIVATE ELEVATORS.

Owner.	Name.	Capacity.	Located.
St. Louis Victoria Flour Mills	Victoria	260,000	Main and Mound sts.
Miller Grain and Elevator Co	Miller	125,000	Theresa ave. & Mo. P. Ry.
H. Rogers & Co	Rogers	500,000	Bremen ave. and Main st.
Nedderhut Warehouse Co	Nedderhut	100,000	Main and Cedar sts.
C.H. Spencer Grain & Elevator Co	Madison	75,000	Madison, Ill.
Crescent Elevator Co	Crescent	175,000	East St. Louis, Ill.
Star Elevator Co	Star	50,000	East St. Louis, Ill.
W. D. Judd	Brooklyn st.	15,000	Mound and Main sts.
Harrison-Berry Commission Co	Pacific	50,000	Theresa ave. & Mo. P. Ry.
Henry S. Potter	Exchange	125,000	602 Theresa ave.
Standard Elevator Co	Standard	850,000	Ferry st. and Levee.
Harrison-Berry Commission Co	Prospect	30,000	Grand ave. & Wabash R.R.
Geo. P. Plant Milling Co	Plant's	250,000	Main st. & Chouteau ave.
Kehlor Bros	Kehlor's	150,000	East St. Louis, Ill.
Excelsior Grain Co	Excelsior	18,000	426 S. Theresa ave.
Gratiot Street Warehouse Co	Mound City.	50,000	Branch and First sts,
P. P. Williams Grain Co	Belt	150,000	East St. Louis, Ill.

Total capacity January 1st, 1897 ..... 2,478,000 bushels.

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STATEMENT SHOWING TH

RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	R B
Chicago & Alton R.R. (Mo. Div.)	26,383	310,046	561,525	184,480	
Missouri Pacific R. R.	404,985	2,490,488	8,542,190	1,161,815	
St. Louis and San Francisco R. R	34,445	1,148,858	504,425	10,105	...
Wabash R. R. (West)	162,675	957,221	1,582,065	2,472,835	
St. Louis, Kas. City & Colo. R.R.	.....	215,934	18,695	.....	...
Mo., Kansas & Texas R. R.	19,330	919,290	250,785	35,810	
St. Louis Southwestern R. R.	220	1,950	700	.....	...
St. L., Iron Mount. & So. R. R.	4,620	38,026	135	355	...
Illinois Central R. R.	19,190	170,300	14,700	12,450	...
Louisville & Nashville R.R	3,165	6,500	.....	1,205	...
Mobile & Ohio R. R.	8,765	21,038	1,045	1,255	...
Louisville, Evansville & St. L. R.R	48,255	29,259	700	1,100	...
Baltimore & Ohio S.-W. R. R.	12,530	27,950	18,200	4,400	
Chicago & Alton R.R	8,850	712,400	556,590	410,300	
Cleveland, Cin., Chi. & St. L. R.R	4,625	150,800	49,700	5,500	...
Vandalia & Terre Haute R.R	27,035	54,144	32,900	20,325	
Wabash R. R. (East)	7,160	270,400	171,520	24,200	
Toledo, St. Louis & Kan. City R.R	2,885	138,450	8,400	9,900	
Chicago, Peoria & St. Louis R. R.	28,525	486,850	34,300	269,635	...
Chicago, B. & Q. R. R.	102,000	1,278,550	3,574,900	1,668,700	10
Keokuk & St. Louis R.R	171,335	1,515,544	7,649,280	4,745,400	
St. L., Chicago & St. Paul R. R.	167,560	94,900	133,000	9,900	
St. L., Belleville & Southern R.R	110	.....	.....	.....	...
Upper Mississippi River	75,140	208,944	134,990	38,825	
Lower " "	8,266	720,126	36,850	1,450	
Illinois "	345	197,170	179,010	1,140	
Missouri "	.....	18,306	6,710	275	...
Ohio, Cumb. & Tenn. Rivers	250	263	125	.....	...
By Wagon	.....	467,546	700,000	400,000	...
Total Receipts	1,348,601	12,651,248	24,763,445	11,491,110	29
Sold direct from country points	1,393,904	.....	.....	.....	...
Flour manufactured	1,333,986	.....	.....	.....	...
In Store, January 1st, 1896	75,636	2,367,144	44,879	629,002	1
Total movement	4,152,127	15,018,392	24,808,324	12,120,312	30

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ENT IN FLOUR AND GRAIN FOR 1896.

SHIPMENTS.

By—	Flour, Bbls.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Rye, Bush.	Barley Bush.
Alton R. R. (Mo. Div)	160	500	.....	.....	.....	.....
acific R. R.	2,729	700	4,809	32,400	1,176	4,560
nd San Francisco R.R	35,745	21,050	3,051	7,520	1,200	.....
R. (West)	115	3,550	.....	53,190	.....	.....
ansas City & Col. R. R	200	.....	.....	5,210	.....	.....
Kansas & Texas R. R.	33,538	84,076	.....	4,885	.....	700
outhwestern R R	111,607	16,191	7,644	141,860	27	.....
ron Mount. & So. R.R.	345,309	336,454	761,408	537,070	7,382	22,496
tral R. R.	300,608	993,566	254,823	594,600	4,180	.....
& Nashville R. R.	145,637	692,752	2,827,610	822,495	18,619	4,610
hio R.R	269,642	701,434	1,504,376	1,236,219	700	1,673
Evansville & St. L. R. R	86,635	375,935	2,675,389	238,490	115,034	60,322
& Ohio S. W. R. R.	23,101	352,891	1,478,852	67,145	9,832	10,580
Alton R.R.	43,204	57,905	9,733	8,975	700	.....
, Chicago & St.L.R. R.	128,912	472,460	1,210,578	113,330	7,160	.....
Terre Haute R. R.	25,906	48,765	91,815	50,055	500	.....
. R. (East)	100,121	163,300	100,783	17,850	700	700
Louis & Kas. City R. R	115,514	233,971	511,277	3,820	79,096	934
eoria & St. Louis R.R.	16,750	60,455	70,825	4,280	.....	.....
rl. & Quincy R. R.	3,100	179,500	47,600	1,000	700	.....
Keokuk & N. W. R. R.	460	4,270	4,392	.....	.....	.....
hicago & St. Paul R. R.	91	99,606	1,300	2,600	.....	.....
Eastern R. R.	.....	.....	.....	.....	.....	.....
eville & Southern R. R	350	.....	.....	.....	.....	.....
sissippi River	444	450	30	160	.....	.....
"	195,941	1,750,646	8,443,890	1,298,208	1,078	49
"	206	.....	.....	300	.....	.....
"	49	.....	.....	100	.....	.....
b & Tenn. Rivers	10,012	151	3,045	158,925	.....	.....
hipments	1,946,081	6,650,578	20,042,730	5,395,687	247,529	106,624
t from country points	1,393,904	.....	.....	.....	.....	.....
City Mills	.....	5,632,929	1,806,443	322,000	12,000	.....
mption	729,846	.....	857,928	5,880,986	.....	1,822,553
and Dec. 31, 1896	82,296	2,734,885	2,101,223	521,639	77,392	13,622
movement	4,152,127	15,018,392	24,808,324	12,120,312	336,921	1,942,799

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RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF
WEEK FOR THE YEAR 1896.

1896.	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	Bran. Sacks.	Bran. Cars.	Corn Meal bbls
Jan. 4	10,030	128,199	95,900	73,870	2,800	57,000	9,525	10	....
" 11	30,995	327,347	334,850	200,370	2,800	94,500	17,305	19	1
" 18	57,295	557,851	701,160	374,000	2,800	184,500	22,270	23	2
" 25	82,530	692,346	1,070,380	569,800	6,318	219,077	31,560	27	1,9
Feb. 1	107,055	755,919	1,306,500	728,670	11,218	276,990	44,835	34	2,0
" 8	137,175	888,534	1,529,405	911,270	16,118	355,740	59,440	43	3,0
" 15	161,800	1,027,764	1,814,115	1,012,470	24,518	415,590	76,860	47	4,5
" 21	182,065	1,121,811	2,224,715	1,124,825	25,918	447,840	88,035	51	5,3
" 29	206,950	1,233,283	2,888,170	1,322,825	27,574	514,590	103,195	52	5,8
March 7	229,930	1,313,422	3,388,230	1,505,425	31,774	588,840	117,680	55	7,0
" 14	248,200	1,419,218	3,828,960	1,642,925	36,307	639,090	131,745	64	7,6
" 21	266,550	1,512,924	4,119,405	1,872,735	40,507	676,490	144,050	69	8,0
" 28	287,625	1,621,894	4,425,480	2,070,735	43,604	723,840	154,615	70	8,7
April 4	308,005	1,700,060	4,690,155	2,282,910	45,704	763,590	160,705	73	9,4
" 11	323,755	1,781,546	4,931,435	2,452,310	63,231	798,090	175,650	80	9,8
" 18	345,475	1,904,355	5,143,235	2,606,310	64,743	806,340	187,995	83	10,2
" 25	364,660	1,982,364	5,487,885	2,770,860	69,379	825,840	193,770	86	10,9
May 2	387,225	2,029,469	5,786,660	2,919,340	75,757	840,090	198,010	90	11,0
" 9	408,390	2,078,104	6,121,300	3,044,260	82,412	846,139	199,790	98	11,3
" 16	435,720	2,166,326	6,333,650	3,185,175	87,118	860,389	201,930	108	11,7
" 23	462,615	2,278,741	6,546,745	4,416,950	87,118	862,639	206,620	119	13,4
" 30	474,960	2,324,786	6,668,135	3,593,605	88,518	864,889	210,985	129	14,6
June 6	507,215	2,399,252	7,018,095	4,007,750	90,107	866,389	220,555	144	16,4
" 13	535,915	2,466,767	7,234,590	4,319,560	90,901	868,639	235,325	165	17,6
" 20	557,910	2,550,261	7,409,845	4,554,550	93,701	869,389	247,200	186	18,3
" 27	578,730	2,692,695	7,495,345	4,709,705	93,886	870,889	257,205	197	20,0
July 3	596,315	2,921,508	7,604,450	4,918,975	96,722	872,389	265,180	207	21,4
" 11	625,010	3,347,545	7,779,930	5,178,360	98,876	875,389	276,775	213	22,4
" 18	655,970	3,914,041	8,014,320	5,336,920	100,782	875,389	295,265	220	23,8
" 25	687,890	4,489,352	8,443,085	5,467,075	103,413	876,237	314,105	227	25,5
Aug. 1	714,305	5,129,936	9,417,545	5,541,295	108,606	876,987	330,992	236	28,9
" 8	738,170	5,789,611	10,426,450	5,653,535	114,908	879,237	348,964	250	30,8
" 15	762,080	6,499,266	11,530,805	5,925,975	118,750	879,237	371,692	259	33,9
" 22	797,490	7,199,096	12,437,870	6,180,735	129,425	879,237	389,847	263	36,6
" 29	828,656	7,948,228	13,116,270	6,472,525	133,429	879,237	409,933	271	38,1
Sept. 5	861,541	8,569,614	13,679,490	6,753,400	138,704	879,987	421,293	279	41,5
" 12	889,496	8,938,701	14,012,525	7,093,425	142,393	882,237	431,178	289	43,6
" 19	923,016	9,352,847	14,225,825	7,402,000	145,656	885,996	440,663	297	45,4
" 26	957,706	9,738,971	14,406,710	7,618,920	148,778	891,996	448,423	310	47,2
Oct. 3	987,986	10,020,601	14,828,125	7,973,250	150,241	907,746	453,948	327	49,9
" 10	1,022,436	10,338,368	15,335,250	8,272,465	152,467	928,033	458,663	338	52,1
" 17	1,059,296	10,623,932	15,863,400	8,536,555	161,855	992,533	466,278	345	53,5
" 24	1,103,791	10,901,316	16,706,960	8,810,455	184,332	1,099,046	475,693	359	56,9
" 31	1,142,856	11,148,519	17,784,525	9,053,865	232,132	1,239,296	483,808	378	58,1
Nov. 7	1,176,196	11,311,414	18,829,650	9,408,065	256,011	1,398,296	490,023	399	63,1
" 14	1,205,231	11,569,617	19,385,165	9,550,150	276,464	1,495,796	495,088	406	63,9
" 21	1,231,026	11,658,450	19,730,045	9,642,550	276,527	1,635,361	500,598	419	64,1
" 28	1,251,851	11,731,455	20,093,630	9,775,650	282,827	1,701,361	505,423	424	66,0
Dec. 5	1,274,266	11,818,110	20,432,160	9,920,850	284,330	1,734,361	511,963	429	69,3
" 12	1,295,016	11,909,954	21,071,060	10,143,110	287,130	1,782,361	519,053	443	71,9
" 19	1,319,846	12,008,652	21,861,945	10,597,410	293,430	1,821,361	527,063	455	74,6
" 26	1,332,816	12,070,988	22,594,145	10,858,110	295,530	1,861,111	531,748	459	75,7
" 31	1,348,601	12,183,702	24,063,445	11,091,310	296,930	1,931,611	537,933	472	78,9
By Wagon..	.....	467,546	700,000	400,000	.....	.....	.....	.....	.....
Grand Total 1896	1,348,601	12,651,248	24,763,445	11,491,310	296,930	1,931,611	537,933	472	78,9

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RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1896—Continued.

Hay, tons.	Tb'co hhds.	Lead, Pigs.	Hog Products. Bar'd Pork, bbls.	Hog Products. Hams, lbs.	Hog Products. Meats, lbs.	Hog Products. Lard, lbs.	Wool, lbs.	Cattle, head.	Sheep, head.	Hogs, head.	Horses and Mules.	Flax Seed. bush.
3,460	103	21,980	.....	89,100	1,479,800	263,100	7,340	8,630	5,841	24,217	2,452	6,050
10,445	378	49,513	60	159,600	3,603,000	468,500	20,670	23,885	11,381	79,381	6,623	8,330
20,750	940	65,172	60	358,200	6,959,400	749,600	47,130	43,133	17,747	127,623	10,424	11,630
31,345	1,702	91,638	135	813,600	9,726,800	1,078,300	79,670	61,054	25,012	171,315	14,721	12,730
38,855	2,632	119,439	135	1,075,000	12,741,200	1,407,700	96,610	76,062	29,781	206,367	19,052	13,830
44,870	3,772	152,498	285	1,152,700	14,600,400	1,610,500	154,330	87,902	35,934	241,453	23,349	15,480
48,435	5,145	173,677	790	1,277,400	16,732,900	1,858,200	176,830	102,956	43,004	279,713	27,054	17,130
52,610	5,899	189,136	790	1,474,700	17,974,500	1,915,400	237,460	115,899	50,997	314,392	30,349	17,715
58,995	6,873	232,951	940	1,679,390	20,280,600	2,051,600	269,830	131,835	61,655	364,515	34,218	19,215
64,235	7,636	268,192	940	1,863,100	22,294,600	2,095,200	274,090	144,764	71,063	400,345	37,153	24,760
68,395	8,381	298,008	940	2,016,200	24,349,100	2,186,400	284,110	157,434	77,668	443,571	39,036	25,860
72,900	9,128	330,020	1,015	2,088,100	26,410,000	2,258,700	303,520	171,966	83,717	485,959	41,092	31,360
77,265	10,124	366,300	1,015	2,502,000	29,000,300	2,887,100	327,670	185,904	89,362	523,605	43,271	34,210
80,950	10,556	391,928	1,015	2,605,600	30,892,000	3,557,800	379,720	198,296	100,489	564,320	45,174	35,860
85,017	11,335	430,355	1,095	2,984,900	34,297,400	4,858,000	417,000	209,218	109,965	605,050	46,232	37,860
87,985	12,040	461,608	1,140	3,448,000	37,204 800	5,988,900	468,630	222,355	125,024	650,922	47,147	38,960
92,618	13,548	494,154	1,165	3,943,500	39,931,400	6,320,800	662,760	235,768	144,187	690,523	48,328	41,160
98,913	14,604	550,941	1,215	4,066,100	43,286,900	6,765,200	789,080	246,712	164,974	731,849	49,852	42,260
104,562	15,364	579,652	1,290	4,231,500	46,751,000	7,194,000	1,041,430	261,182	191,992	777,444	51,045	48,310
110,822	15,978	632,525	1,290	4,520,000	49,784,500	7,416,400	1,550,180	277,733	223,531	828,497	52,263	53,810
114,818	16,622	669,388	1,365	4,766,400	53,329,900	7,657,600	2,120,680	291,369	239,076	866,671	53,090	59,310
117,323	16,997	713,822	1,540	4,880,000	55,354,700	7,891,100	2,752,850	304,711	264,225	891,456	54,002	60,960
121,247	17,382	748,035	1,690	5,252,200	60,168,300	8,483,000	4,423,950	327,190	304,209	932,952	54,798	65,435
125,438	18,181	801,434	1,890	5,379,200	62,937,500	8,868,700	5,530,400	347,184	333,866	971,137	56,130	65,985
129,253	18,845	868,895	1,890	5,573,400	67,336,500	9,127,700	6,348,710	369,120	358,126	1,002,189	56,995	67,085
132,443	19,372	960,180	2,000	5,693,900	69,868,000	9,410,900	7,203,690	388,203	386,009	1,040,582	58,212	67,635
134,323	19,753	1,004,022	2,600	5,827,300	71,781,100	9,895,300	7,849,260	402,247	405,978	1,064,050	58,916	69,285
137,028	20,100	1,029,782	2,905	6,201,400	75,039,200	10,156,200	8,688,970	423,725	422,061	1,102,411	59,726	70,385
140,618	20,586	1,072,252	2,905	6,347,400	77,935,200	10,884,800	9,049,610	448,205	433,566	1,131,913	60,454	81,385
143,828	21,061	1,102,411	3,000	6,696,800	80,397,100	11,457,100	9,592,180	468,820	448,290	1,171,885	61,115	101,735
145,379	21,912	1,125,458	3,090	7,012,900	83,079,200	11,858,200	10,054,400	488,186	458,554	1,194,734	62,192	120,490
149,061	22,400	1,156,740	3,250	7,368,800	85,567,600	12,526,000	10,457,110	508,640	467,759	1,220,680	63,216	206,190
154,048	22,761	1,184,970	3,250	7,397,600	87,938,400	13,178,100	10,666,840	532,896	477,774	1,251,582	64,364	321,930
160,758	23,390	1,217,640	3,250	7,683,000	91,330,100	13,631,800	10,895,950	556,665	487,630	1,286,289	65,429	417,840
165,598	23,814	1,235,195	3,250	7,703,500	93,685,100	13,935,300	11,085,980	578,062	496,995	1,313,602	66,617	444,860
169,923	24,316	1,260,665	3,250	7,794,900	97,560,400	14,646,700	11,129,950	605,605	507,323	1,344,756	68,344	484,170
173,325	25,069	1,295,047	3,250	7,731,900	101,519,200	14,815,100	11,169,000	634,065	516,180	1,373,254	70,097	516,070
175,282	25,671	1,322,438	3,250	7,759,900	105,762,100	15,139,500	11,275,320	655,896	523,174	1,403,211	72,555	541,370
176,953	26,195	1,358,217	3,350	7,808,900	109,477,900	15,363,600	11,655,970	673,321	532,829	1,432,988	74,580	568,805
179,664	26,933	1,394,140	3,350	8,394,300	112,959,200	15,548,400	12,056,450	694,761	539,957	1,475,281	77,565	582,555
182,924	27,486	1,439,934	3,350	8,662,300	118,140,400	16,060,800	12,405,290	712,819	545,916	1,516,644	81,119	600,155
186,805	28,223	1,501,945	3,600	9,107,400	124,844,300	17,011,000	12,712,060	740,950	555,171	1,568,199	84,547	616,655
191,025	29,248	1,538,030	3,760	9,312,500	129,860,000	18,406,600	12,908,790	759,049	563,721	1,601,633	88,207	628,755
194,874	30,147	1,587,158	3,760	9,852,000	133,463,100	18,965,700	13,150,380	776,556	571,341	1,640,477	91,787	643,120
198,501	30,664	1,624,793	3,760	10,652,300	136,963,500	19,696,700	13,373,770	787,295	574,173	1,663,452	93,035	652,470
201,691	30,796	1,665,023	3,760	10,866,100	140,461,800	19,980,700	13,414,240	808,301	584,796	1,712,820	97,401	660,170
205,021	31,468	1,726,658	4 060	10,943,100	143,744,900	20,839,900	13,601,780	842,774	593,118	1,752,743	102,569	661,820
207,951	31,924	1 753,590	4,060	11,057,100	146,389,700	21,292,800	13,856,260	861,396	597,904	1,784,568	106,875	664,020
211,137	32,555	1,791,450	4,060	11,157,400	150,553,900	22,022,000	13,989,110	885,201	605,472	1,847,508	111,212	670,095
217,602	33,543	1,835,914	4,135	11,217,200	153,378,600	22,563,600	14,216,600	909,998	614,138	1,886,086	114,841	673,945
223,212	34,812	1,868,114	4,135	11,448,300	155,967,700	23,387,600	15,042,270	933,247	623,546	1,937,839	117,314	681,095
226,977	35,385	1,896,954	4,235	11,504,300	157,887,500	23,541,600	15,073,910	945,739	628,913	1,964,458	118,879	687,695
230,352	35,947	1,946,139	4,235	11,614,300	160,355,100	23,707,600	15,139,840	955,613	632,872	1,997,895	121,722	693,195
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
230,352	35,947	1,946,139	4,235	11,614,300	160,355,100	23,707,600	15,139,840	955,613	632,872	1,997,895	121,722	693,195

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SHIPMENTS OF LEADING ARTICLES TO THE CL
EACH WEEK FOR THE YEAR 1896.

1896.	Flour, in bbls.	Wheat, bush.	Corn, bush.	Oats. bush.	Rye, bush.	Barley, bush.	Bran. Sacks.	Bran. Cars.	Co Me bb
Jan. 4	22,497	62,268	101,470	67,875	8,150	500	21,206	11	1
" 11	54,813	173,374	279,624	116,925	10,990	2,450	34,619	27	4
" 18	90,392	287,934	500,284	202,250	12,290	4,110	49,886	34	7
" 25	121,142	392,499	618,033	295,705	13,490	5,350	64,428	39	8
Feb. 1	154,962	469,219	714,251	398,650	18,990	6,050	79,583	42	11
" 8	202,677	615,231	916,912	496,420	24,200	8,740	91,927	47	13
" 15	233,984	707,281	1,116,797	562,565	28,960	11,720	110,865	53	18
" 22	266,118	786,641	1,423,510	656,225	30,975	11,720	124,226	61	21
" 29	309,868	885,671	1,597,884	743,836	35,285	16,350	143,060	70	24
March 7	358,293	945,781	1,926,820	862,906	41,915	16,350	160,841	74	27
" 14	388,065	1,020,691	2,166,455	1,003,356	45,345	17,210	189,704	79	32
" 21	422,850	1,081,886	2,458,972	1,151,081	48,535	19,120	197,275	88	33
" 28	457,318	1,152,357	2,717,185	1,240,226	51,995	20,980	211,576	95	38
April 4	480,633	1,223,299	3,107,786	1,354,981	55,885	21,820	222,132	106	43
" 11	513,236	1,291,599	3,269,253	1,453,846	56,585	23,605	232,897	115	48
" 18	543,399	1,359,869	3,995,239	1,518,831	58,155	24,205	242,345	124	48
" 25	575,089	1,518,509	4,273,712	1,593,566	70,505	25,045	252,522	132	56
May 2	605,940	1,567,980	4,502,590	1,786,069	81,925	25,045	262,595	138	57
" 9	638,190	1,693,731	4,936,799	1,987,499	85,045	26,415	268,915	140	63
" 16	676,199	1,880,726	5,201,586	2,179,201	94,985	26,915	281,872	143	67
" 23	712,362	2,067,072	5,405,137	2,248,701	94,985	26,915	289,243	147	72
" 30	735,058	2,194,311	5,558 625	2,320,566	94,985	27,775	294,668	153	77
June 6	758,656	2,218,521	5,634,378	2,419,226	95,585	29,435	302,346	167	80
" 13	783,053	2,351,665	5,810,806	2,532,076	95,585	29,435	312,398	179	84
" 20	818,244	2,495,120	6,020,466	2,721,766	95,585	30,135	324,075	185	88
" 27	841,429	2,527,875	6,139,259	2,826,846	97,245	31,265	335,418	197	93
July 3	869,335	2,565,751	6,285,351	2,895,226	97,245	32,198	343,632	206	96
" 11	902,022	2,815,128	6,363,450	3,013,036	101,785	32,198	357,068	212	103
" 18	936,232	2,860,898	6,645,574	3,063,581	103,585	32,198	370,472	225	108
" 25	980,112	2,901,108	6,707,453	3,095,271	103,697	33,131	390,740	230	115
August 1	1,016,887	3,039,688	7,106,773	3,127,046	104,297	33,714	409,387	235	118
" 8	1,050,707	3,119,200	7,801,637	3,210,314	107,614	34,764	428,740	239	122
" 15	1,091,191	3,211,288	8,780,736	3,262,079	107,900	34,813	450,214	252	126
" 22	1,136,660	3,319,663	9,757,791	3,331,194	108,910	36,429	464,640	261	129
" 29	1,184,061	3,584,620	10,556,929	3,407,435	110,830	36,429	481,938	265	133
Sept. 5	1,241,887	3,736,468	11,198,987	3,472,445	112,395	36,429	502,734	270	137
" 12	1,297,749	3,972,458	11,739,456	3,599,055	116,034	37,609	519,062	282	140
" 19	1,357,192	4,099,538	12,144,301	3,677,745	116,761	38,799	534,101	292	149
" 26	1,405,700	4,291,115	12,593,185	3,794,507	117,461	38,799	544,672	301	153
Oct. 3	1,462,677	4,496,722	13,050,636	3,872,447	118,118	38,799	563,543	310	164
" 10	1,503,891	4,652,782	13,617,452	4,019,107	120,218	38,799	570,102	318	164
" 17	1,557,239	4,771,299	14,093,311	4,343,080	123,075	42 097	574,765	319	166
" 24	1,620,626	5,021,973	14,695,002	4,505,800	139,350	47,552	582,951	333	173
" 31	1,667,135	5,290,357	15,628,892	4,640,810	179,180	50,302	596,469	353	173
Nov. 7	1,711,202	5,491,750	16,614,128	4,727,000	202,000	50,932	605,508	369	18
" 14	1,742,944	5,737,723	17,474,979	4,856,680	217 890	67,137	611,465	378	18
" 21	1,783,499	5,889,789	17,898,508	4,960,630	222,010	73,072	619,989	389	19
" 28	1,814,140	5,987,170	18,181,773	5,005,665	228,270	78,352	625,723	395	19
Dec. 5	1,844,505	6,155,019	18,429,081	5,069,955	229,670	85,282	630,432	403	19
" 12	1,868,080	6,366,609	18,795,047	5,121,990	231,070	87,592	634,884	420	20
" 19	1,899,656	6,470,389	19,255,530	5,171,935	238,080	93,172	639,708	434	20
" 26	1,914,810	6,559,574	19,537,115	5,221,620	241,390	93,872	643,406	438	21
" 31	1,931,425	6,649,706	20,039,439	5,360,080	246,460	106,624	646,421	446	21
Shipped to local points not incl'ded above.	14,656	872	3,291	35,607	1,069	.....	4,888	.....	
Total,	1,946,081	6,650,578	20,042,730	5,395,687	247,529	106,624	651,309	446	21

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NTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1896—Continued.

Hog Product, Lbs.				Wool.	Cattle.	Sheep.	Hogs.	Horses and Mules.	Flax Seed
Pork. Bbls.	Hams. Lbs.	Meat. Lbs.	Lard. Lbs.	Lbs.					Bu.
276	238,700	1,489,100	655,200	191,000	3,034	1,451	10,857	2,695	2,410
296	515,700	4,381,300	1,960,800	518,900	7,414	1,976	30,605	6,665	3,130
346	948,500	7,984,700	3,175,200	780,800	12,692	2,146	49,046	11,997	5,640
398	1,901,700	11,015,300	4,654,700	894,500	16,444	2,285	67,314	17,100	6,340
488	3,008,200	14,091,300	6,328,700	1,064,700	22,102	2,388	83,664	20,933	6,340
609	3,742,400	17,734,400	7,870,300	1,313,400	26,099	2,541	99,409	25,457	6,840
661	4,180,900	20,560,900	9,213,800	1,409,500	31,733	3,226	116,500	29,738	7,890
704	4,647,000	22,812,600	10,012,900	1,417,200	35,822	3,243	132,041	32,919	8,630
1,245	5,398,200	26,516,300	12,576,400	1,592,100	39,760	6,298	153,835	36,953	8,630
1,302	5,949,100	29,970,400	13,850,000	1,762,300	42,394	7,045	171,510	39,764	10,550
1,376	6,598,700	33,214,700	15,301,100	1,906,500	45,239	7,385	189,909	41,972	11,050
1,434	6,953,000	36,655,800	16,631,800	2,125,900	48,778	7,385	207,372	43,743	13,010
1,567	7,933 900	39,897,600	18,560,390	2,384,500	52,895	7,385	226,323	45,481	13,730
1,574	8,512,600	43,243,900	19,986,690	2,682,200	57,277	7,828	247,014	46,740	13,730
1,967	9,498,700	47,652,100	22,898,290	2,913,200	60,603	10,567	261,646	47,743	14,330
2,071	10,424,700	50,485,100	27,001,510	3,127,300	64,582	15,556	283,037	48,730	16,030
2,161	11,487,700	54,365,500	28,709,010	3,237,900	69,068	28,732	299,404	49,648	17,200
2,455	11.994,000	58,006,600	30,379,210	3,579,900	72,978	35,492	319,280	50,924	17,200
2,841	12,883,300	62,394,100	32,745,410	3,782,800	76,912	56,425	338,764	51,945	17,200
2,910	13,720,500	66,273,700	34,517,055	4,076,800	81,959	77,073	363,272	52,754	17,700
3,854	14,843,300	69,592,000	36,079,645	4,615,800	86,302	92,398	375,316	53,421	18,330
4,794	15,542,800	72,317,800	36,974,045	4,927,900	91,211	113,894	382,146	53,822	18,880
4,911	16,415,900	76,072,400	38,614,845	5,532,400	101,775	143,474	402,842	54,794	19,980
5,237	17,378,700	78,562,700	40,962,645	6,079,700	108,379	161,465	418,663	55,715	21,630
5,351	18,271,800	81,863,300	42,911,259	6,683,300	118,049	177,675	429,655	56,302	21,630
5,523	19,103,400	84,358,400	44,290,159	7,422,500	125,135	192,382	444,700	57,073	21,630
6,115	20,031,800	86,291,800	45,302,989	7,838,300	131,549	204,965	460,768	57,765	22,180
6,469	21,328,300	90,060,600	46,902,019	8,272,600	138,550	212,353	477,478	58,462	22,880
6,874	22,022,000	92,599,300	48,451,767	8,518,900	147,431	214,947	491,522	58,934	22,880
7,560	22,980,400	95,357,300	50,308,752	8,944,600	155,738	217,442	515,043	59,412	46,302
7,987	24,004,000	98,501,700	51,491,152	9,309,000	163,649	223,406	526,660	60,182	69,082
8,316	24,804,900	102,040,600	53,405,306	9,683,400	171,930	226,166	536,486	60,690	133,062
8,354	25,511,800	105,236,600	55,572,306	10,041,400	182,122	229,184	553,021	61,421	233,232
9,090	26,330,500	108,306,600	57,137,106	10,098,100	192,364	231,257	568,971	62,512	360,486
9,304	27,065,800	110,102,900	58,455,521	10,402,100	202,235	232,585	585,849	63,294	401,716
9,403	27,834,100	113,305,300	60,324,441	10,563,000	213,285	235,341	600,743	64,532	430,646
10,222	28,457,800	117,497,900	61,554,641	10,819,500	225,917	237,108	613,034	65,841	466,471
10,359	28,933,450	121,663,400	62,780,396	10,997,900	237,110	240,270	627,582	67,779	489,631
10,530	29,349,590	124,997,600	64,446,376	11,384,600	243,323	241,856	641,444	69,437	508,675
10,638	29,962,690	128,662,800	65,731,951	11,725,800	252,506	243,441	663,197	71,657	528,905
10,911	30,956,590	134,174,100	67,361,631	12,323,900	258,701	243,901	682,858	74,261	545,935
12,816	32,085,190	139,334,300	69,460,431	12.614,904	268,690	244,848	706,454	77,629	564,739
14,006	32,770,790	144,401,100	71,391,931	12,797,979	276,026	246,885	727,659	81,281	576,749
14,247	33,942,090	148,189,000	73,208,531	13,059,879	281,637	248,253	742,566	85,497	584,129
14,262	35,239,590	150,719,300	75,011,996	13,587,679	284,853	248,253	750,604	87,218	593,139
14,340	36,033,290	154,708,000	76,117,696	13,772,579	290,777	248,368	771,023	92,195	597,339
14,429	36,847,290	158,254,500	77,714,866	14,014,679	305,389	250,693	787,507	97,585	598,199
14,577	37,448,190	161,108,000	78,768,766	14,161,679	312,693	250,891	801,064	103,504	601,709
14,740	38,074,090	164,471,900	80,849,566	14,778,679	321,687	251,203	824,619	107,649	602,679
15,074	38,847,990	166,178,900	82,243,516	15,215,279	331,096	251,952	840,933	110,659	603,879
15,703	39,530,190	167,838,400	83,461,716	15,387,779	338,907	252,104	864,245	113,306	605,179
16,335	39,947,190	169,007,000	83,976,866	15,716,379	343,212	252,967	872,862	116,938	605,779
17,184	40,511,990	171,312,400	84,750,866	15,936,779	347,305	253,441	885,462	120,454	606,879
308	244,240	95,070	124,681	2,800	2,732	1,161	.....	748	.....
17,492	40,756,230	171,407,470	84,875,547	15,939,579	350,037	254,602	885,462	121,202	606,879

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RATES OF STORAGE ADOPTED BY THE ST. LOUIS ELEV
TO APPLY DURING 1897.

On Wheat, Corn and Rye, 1 cent per bushel for first ten day
thereof, and ⅜ of 1 cent per bushel, for each additional ten day
thereof.

On Oats, ½ of 1 cent per bushel for first ten days, or part ther
no charge for special bin, and ⅜ of 1 cent per bushel for each sub
ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part ther
1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, ½ of 1 cent per bushel, except Oats.

Dumping sacks from river ½ of 1 cent per bushel.

Dumping sacks from rail ½ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, 2½ cents p
for the first five days, and 1 cent per sack for each subsequent ten
part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent
for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five d
1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent
for each subsequent ten days, or part thereof.

FEES FOR INSPECTING AND WEIGHING GRAIN, AD
BY THE STATE INSPECTION DEPARTMENT, AND
IN FORCE JANUARY 1, 1897.

Inspection on Arrival.....40 cents
Inspection out of Elevators.....40 cents
Inspection out of Elevators to Barges.....50 cents per 1,000
Inspection of Sack Grain.....½ of 1 cent p
Charges for weighing will be 25 cents per car in, and 25 cents p
carload lots out of Elevators.
Weighing out to Barges.....30 cents per 1,000
Weighing Sack Grain in lots of 200 sacks, or less, 20 cents per lot; an
over 200 sacks, ⅛ of 1 cent per sack.

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FLOUR.

lour Trade of the past year shows some improvement over 1895, amount handled by millers and dealers being 4,076,491 bbls., as ,753,370 the previous year. The amount received and the andled from country points shows an increase, while the amount ured by city mills decreased some 400,000 barrels. This was y the fact that one city mill was idle the whole year, while destroyed by the tornado of May 27th and rebuilt, was operated onths.

illing interest was hampered by the fact that the winter wheat a partial failure, and commanded a premium over spring wheat, restricting winter wheat milling.

pid advance in values, however, from 53 cents in June to over 90 December for No. 2 red wheat, largely compensated city millers usual stocks and probably more net profit was realized than for revious years. Flour dealers also report increased business with yers most of the time, and that the year was a fairly prosperous h more so than the two previous seasons.

fore, the year was fairly satisfactory to local millers. and dealers ble and new feature of the trade since the present crop began to s been the large export of bran, which otherwise would have ed into the domestic trade in competition with the exceedingly s of the cheaper corn and oat products.

ipments of the year were, 1,946,081 bbls., of which 374,621 was on direct bills of lading. Of this amount 32,381 bbls. went to American countries.

of extra fancy opened in January at $3.15 to $3.20 per bbl., de- $2.70 and $2.80 in July and August, closing at $4.15 and $4.25 in r.

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FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEAR

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1896.	Barrel Manu 1895.
Geo. P. Plant Milling Co.	Plant's Roller A	1,500	208,403	276,
Kehlor Bros.	Kehlor	3,000	459,000	538,
E. O. Stanard Milling Co.	Eagle Steam	1,200	.....*	133,
Regina Flour Mill Co.	Regina	1,000	90,244	79,
Victoria Flour Mill Co.	Victoria	900	170,001	200,
Hezel Milling Co.	East St. Louis	500	49,139†	112,
Saxony Mill Co.	Saxony	800	74,111	71,
Sessinghauss Milling Co.	Jefferson	500	91,883	111,
E. Goddard & Sons Flour Mill Co.	U. S. Steam	800	55,244	62,
H. B. Eggers & Co.	Meramec	600	106,500	120,
Carondelet Milling Co.	Carondelet	250	29,462	35,
Total		11,050	1,333,986	1,740,

* Not operated in 1896. † Destroyed by tornado May 27, rebuilt and ru

FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.
E. O. Stanard Milling Co.	Alton City	Alton, Ill.	1,200
E. O. Stanard Milling Co.	Empire	Dallas, Tex.	700
Conrad Becker	1st Hungarian	Red Bud, Ill.	275
Grand Chain Mills Co.	Grand Chain	Commerce, Mo.	200
Camp Spring Mills Co.	Camp Spring	Nashville. Ill.	1,000
Meyer & Bulte	White Swan	Clinton, Mo.	800
Fusz & Backer	Pacific Star	Washington, Mo.	300
Kehlor Bros	*Rex	Kansas City	5,000
Bernet & Craft		Troy, Ill.	250
Bernet & Craft	Metcalf	Palmyra, Mo.	200
Bernet & Craft	Meyer	Venedy, Ill.	100
Bernet & Craft	Minden	Minden, Ill.	100
Chas. A. Eberle	J. B. Thro Mill Co	St. Charles, Mo.	275
J. H. Merten Com. Co.	Central Roller	St. Charles. Mo.	225
Hunter Bros.	Farmer	Edwardsville, Ill	250
Hunter Bros.	Anchor	Mt. Olive, Ill.	400
Fischer Flour Co.	Cone	St. Genevieve, Mo	275
Manchester Milling Co.	Manchester	Manchester. Mo.	130
J. F. Meyer & Sons	Queen City	Springfield, Mo.	600
Total			12,280

* Run from August 1st.

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RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND SHIPMENTS FOR TWENTY-FIVE YEARS.

Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.
1857	573,664	662,548	.....	1877	1,157,932	1,517,921	2,295,657
1858	687,451	825,651	.....	1878	1,305,336	1,916,290	2,670,740
1859	484,715	663,446	.....	1879	1,607,236	2,142,949	3,045,035
1860	443,196	839,165	.....	1880	1,703,874	2,077,625	3,292,803
1861	484,000	694,110	.....	1881	1,620,996	1,718,429	2,696,245
1862	647,419	906,860	.....	1882	2,003,424	1,850,215	3,305,765
1863	689,242	758,422	.....	1883	1,585,670	1,892,633	2,751,182
1864	815,144	782,560	.....	1884	1,456,153	1,960,737	3,014,105
1865	1,161,038	743,281	1,521,465	1885	1,032,506	1,841,529	2,551,499
1866	1,208,726	818,300	1,700,740	1886	848,417	1,807,956	2,243,361
1867	944,075	765,298	1,450,475	1887	1,049,864	1,985,717	2,594,881
1868	805,836	895,154	1,499,337	1888	887,173	2,016,619	2,682,405
1869	1,210,555	1,068,592	2,172,761	1889	1,168,603	2,066,442	2,859,389
1870	1,491,626	1,351,773	1,790,739	1890	1,229,975	1,872,005	2,880,324
1871	1,428,408	1,507,915	2,676,525	1891	1,353,640	1,748,190	2,767,906
1872	1,259,933	1,494,798	2,247,040	1892	1,455,342	1,623,371	2,313,738
1873	1 296,457	1,420,287	2,506,215	1893	1,171,025	1,669,048	2,044,727
1874	1,683,898	1,573,202	2,981,760	1894	1,261,309	1,656,645	2,168,388
1875	1,300,381	1,484,821	2,480,877	1895	1,013,344	1,740,026	2,145,659
1876	1,071,434	1,441,944	2,217,578	1896	1,348,601	1,333,986	1,946,081

TOTAL AMOUNT OF FLOUR HANDLED BY MILLERS AND DEALERS FOR EIGHT YEARS.

	1896.	1895.	1894.	1893.	1892.	1891	1890.	1889.
Received	1,348,601	1,013,344	1,261,309	1,171,025	1,455,342	1,353,640	1,229,975	1,168,603
Manufactured..	1,333,986	1,740,026	1,656,645	1,669,048	1,623,371	1,748,190	1,872,005	2,066,442
Sold & ship'd direct from country mills	1,393,904	1,000,000	1,800,000	1,893,765	1,792,139	1,830,634	1,211,587	1,014,216
Total Barrels	4,076,491	3,753,370	4,717,954	4,733,838	4,870,852	4,932,464	4,313,567	4,249,261

STOCK OF FLOUR IN STORE DEC. 31ST, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1896	82,296	1886	119,450
1895	75,636	1885	114,630
1894	68,927	1884	100,006
1893	60,015	1883	100,698
1892	137,737	1882	151,586
1891	70,130	1881	156,079
1890	87,400	1880	90,976
1889	98,789	1879	163,666
1888	99,670	1878	113,393
1887	124,200	1877	144,002

MONTHLY STOCK OF FLOUR IN STORE, 1895 AND 1896.

Month.	1896. bbls.	1895. bbls.	Month.	1896. bbls.	1895. bbls.
January 1st.....	75,636	68,927	July 1st	29,473	49,337
February 1st.....	57,851	48,876	August 1st.....	37,931	58,250
March 1st..... ..	67,015	54,555	September 1st.....	43,000	52,914
April 1st.....	61,576	54,137	October 1st.....	48,289	49,922
May 1st.....	40,403	56,282	November 1st.....	56,811	72,931
June 1st.....	41,525	43,948	December 1st.....	79,488	67,900

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MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO Y

RECEIPTS.			SHIPMENTS.	
Months.	1896.	1895.	Months.	1896.
January	101,550	69,210	January	146,137
February	105,400	59,980	February	168,261
March	88,225	102,230	March	158,207
April	83,555	95,385	April	127,337
May	96,230	87,607	May	139,439
June	113,175	67,386	June	119,481
July	121,475	61,445	July	156,834
August	127,511	79,216	August	184,648
September	137,215	79,610	September	244,417
October	168,520	123,695	October	233,065
November	113,935	83,890	November	153,769
December	91,810	103,690	December	114,486
Total	1,348,601	1,013,344	Total	1,946,081

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '85, 1,356,714 bbls.	Year ending June 30, '91, 1,
" " 30, '86, 823,864 "	" " 30, '92, 1,
" " 30, '87, 1,006,443 "	" " 30, '93, 1,
" " 30, '88, 984,021 "	" " 30, '90, 1,
" " 30, '89, 921,366 "	" " 30, '95, 1,
" " 30, '90, 1,340,317 "	" " 30, '96, 1,

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO

RECEIPTS.			SHIPMENTS.	
By	1896.	1895.	Direction.	1896.
Eastern Railroads	259,284	77,735	Direct for export	374,621
Illinois River	345	5,235	To Eastern points	111,935
Western Railroads	628,440	441,796	Southern "	1,416,528
Missouri River	.....	440	Western "	38,999
Southern Railroads	103,545	74,756	Northern "	4,004
Lower River Boats	8,516	7,570	.....	.....
Northern Railroads	273,335	325,210	.....	.....
Upper River Boats	75,140	80,602	.....	.....
Total	1,348,601	1,013,344	Total	1,946,081

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Philadelphia	110,000	105,000	100,000	95,000	85,000	90,000	80,000	80,000	75,000	70,000	75,000	85,000
New York	163,400	177,900	162,400	146,000	154,600	145,100	109,600	88,000	77,900	86,600	81,900	108,800
Chicago	70,550	48,350	41,100	45,600	49,600	48,800	42,100	41,900	42,350	54,850	45,400	40,650
St. Louis	75,635	57,851	67,015	61,576	46,403	41,525	29,495	37,931	43,000	45,289	56,311	79,483
Toledo	7,500	8,000	22,000	18,000	6,000	4,000	4,000	3,800	8,000	5,000	8,000	5,500
Baltimore	52,302	57,852	52,162	49,505	45,000	42,591	45,000	47,000	45,000	46,000	47,000	50,000
Detroit	5,600	5,500	5,300	5,000	6,000	14,000	7,000	8,000	12,000	6,000	7,762	9,000
Boston	184,623	152,613	132,247	139,464	139,691	128,505	115,481	111,096	104,555	129,735	125,023	154,586
Milwaukee	129,000	120,000	90,500	91,780	76,250	35,000	51,450	45,200	60,500	62,800	86,500	194,825
Duluth	32,740	22,000	72,960	221,465	277,000	218,585	239,425	204,000	250,910	132,640	210,150	126,175
Totals, bbls	831,561	755,046	745,684	873,990	879,544	768,196	721,549	666,929	714,215	641,274	743,086	853,999

Foreign Shipments of Flour from St. Louis via Atlantic and Gulf Seaports During 1896, on Through Bills of Lading.

Destination.	Barrels.	Destination.	Barrels.	Totals.—Barrels.	
England	98,665	Sweden	340	1896	874,621
Germany	12,760	Nova Scotia	.....	1895	898,317
Scotland	81,750	New Foundland	6,260	1894	634,862
Ireland	84,530	Canada	1,450	1893	637,750
Denmark	165	Seaboard for Exports	26,625	1892	649,385
Norway	1,595	Cuba	27,150		
Holland	5,455	West Indies	.....		
Belgium	20,095	Central America	3,820		
Africa	250	South America	206		
Wales	.....	Porto Rico	1,075		
Austria	2,300	Mexico	150		

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EXPORTS OF FLOUR FROM THE UNITED ST

As reported by WORTHINGTON C. FORD, Chief of Bureau of Statistics, W

FROM	1893. Bbls.	1894. Bbls.	1895. Bbls.
New York	6,448,931	6,292,106	4,516,145
Boston	1,855,471	2,103,422	1,433,157
Philadelphia	1,376,434	1,277,777	903,122
Baltimore	3,331,374	2,943,562	2,539,481
New Orleans	117,878	133,075	91,140
San Francisco	863,543	756,287	925,065
Chicago	2,300	4,190	.....
Detroit	184,135	255,129	148,240
Duluth and Superior	348,249	282,748	1,171,589
Huron	42,412	132,249	139,595
Key West	45,691	61,466	52,971
Portland	55,690	60,955	42,616
Puget Sound	178,443	328,871	403,191
Richmond	20,416	4,536	.....
Willamette	359,466	303,888	489,734
New Port News	843,537	673,265	1,274,045
Galveston	.....	.....	.....
Mobile	.....	.....	.....
Other Points	366,633	442,564	398,169
Total	16,440,603	16,056,390	14,528,760

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1893.	1894.	1895.
St. Louis	1,171,025	1,261,309	1,013,344
New York	8,190,495	7,741,464	6,404,036
Boston	3,194,772	3,263,359	2,618,339
Baltimore	3,867,985	3,818,083	3,779,596
Cincinnati	1,879,586	1,475,345	1,892,545
Milwaukee	1,873,166	2,209,403	2,693,270
Minneapolis	282,732	149,704	136,045
Toledo	604,224	390,195	374,306
Buffalo	10,562,090	11,488,530	8,971,740
Chicago	4,664.424	4,223,182	3,005,460
Philadelphia	3,823,535	3,791,824	3,077,335
New Orleans	766,252	756,068	655,291
Detroit	166,433	162,403	159,520
Peoria	314,800	268,400	322,139
San Francisco	1,120,487	.....	1,300,774
Montreal	795,286	857,761	1,613,544
Duluth and Superior	4,868,528	5,107,215	4,308,252
Cleveland	288,659	568,130	661,460
Indianapolis	127,648	158,868	156,312

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AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1896. Bbls.	1895. Bbls.	1894. Bbls.
Minneapolis	12,874,890	10,581,635	9,400,535
St. Louis	1,333,986	1,740,026	1,656,645
Baltimore	419,234	401,580	420,373
Philadelphia	240,000	240,000	240,000
Milwaukee	1,620,140	1,769,725	1,576,064
Buffalo	1,225,000	1,355,000	1,500,000
Toledo	900,000	900,000	869,500
Detroit	305,000	320,000	287,000
Chicago	921,835	751,501	444,000
Duluth and Superior	3,120,945	3,534,093	2,946,292
Kansas City	526,183	342,517	725,390
Peoria	103,309	123,200	120,000
Cincinnati	146,389	269,839	335,821
Cleveland	250,453	378,000	402,000
Indianapolis	431,502	544,801	690,096

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Board of Flour Inspectors.

	1896. Bbls.	1895. Bbls.	1894. Bbls.
January	19,827	9,037	12,647
February	27,763	10,608	19,747
March	14,150	25,854	21,112
April	21,469	17,975	18,229
May	25,480	21,496	19,785
June	27,523	18,977	20,971
July	20,546	16,110	15,734
August	23,718	28,890	27,906
September	23,930	33,660	12,630
October	26,391	33,485	13,944
November	21,436	20,032	10,299
December	13,131	17,785	8,392
Total bbls	265,364	253,409	201,396

FLOUR GRADED DURING 1896.

55,738 bbls. Patent.
67,329 bbls. Extra Fancy.
4,102 bbls. Fancy.
835 bbls. Choice.

VICTOR GOETZ, President.

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WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FOR 1896.

1896.		Patents.	Extra Fancy.	Fancy.
January	4	3 35@3 40	3 15@3 20	2 70@2 70
"	11	3 40..3 50	3 15..3 25	2 70..2 80
"	18	3 35..3 45	3 10..3 20	2 70..2 80
"	25	3 50..3 60	3 30..3 40	2 75..2 85
February	1	3 70..3 80	3 40..3 50	2 80..2 90
"	8	3 75..3 85	3 45..3 55	2 80..2 90
"	15	3 65..3 75	3 40..3 50	2 80..2 90
"	22	3 60..3 75	3 35..3 45	2 80..2 90
"	29	3 65..3 85	3 40..3 50	2 80..2 90
March	7	3 60..3 75	3 35..3 45	2 80..2 90
"	14	3 55..3 65	3 25..3 35	2 75..2 85
"	21	3 55..3 65	3 30..3 40	2 75..2 85
"	28	3 55..3 65	3 30..3 40	2 75..2 85
April	4	3 55..3 65	3 30..3 40	2 75..2 85
"	11	3 65..3 75	3 35..3 45	2 75..2 85
"	18	3 65..3 75	3 35..3 45	2 75..2 85
"	25	3 60..3 75	3 30..3 45	2 75..2 85
May	2	3 60..3 75	3 30..3 45	2 75..2 85
"	9	3 60..3 70	3 30..3 40	2 75..2 85
"	16	3 60..3 70	3 30..3 40	2 75..2 85
"	23	3 50..3 65	3 20..3 30	2 70..2 80
"	29	3 40..3 55	3 10..3 25	2 65..2 75
June	6	3 40..3 50	3 15..3 25	2 40..2 50
"	13	3 35..3 50	3 05..3 15	2 40..2 50
"	20	3 35..3 50	3 05..3 15	2 40..2 50
"	27	3 30..3 45	3 00..3 15	2 30..2 40
July	3	3 25..3 40	2 95..3 10	2 30..2 40
"	11	3 25..3 35	2 95..3 05	2 30..2 40
"	18	2 95..3 05	2 70..2 80	2 30..2 40
"	25	3 00..3 10	2 75..2 85	2 25..2 35
August	1	3 00..3 10	2 70..2 80	2 25..2 35
"	8	3 00..3 15	2 70..2 85	2 25..2 35
"	15	3 00..3 10	2 70..2 80	2 25..2 35
"	22	3 05..3 20	2 75..2 85	2 25..2 35
"	29	3 10..3 20	2 75..2 85	2 30..2 40
September	5	3 05..3 20	2 70..2 85	2 30..2 40
"	12	3 10..3 30	2 80..2 90	2 40..2 50
"	19	3 25..3 40	2 90..3 00	2 40..2 50
"	26	3 50..3 65	3 10..3 20	2 55..2 70
October	3	3 70..3 85	3 30..3 40	2 65..2 80
"	10	3 70..3 85	3 30..3 40	2 65..2 80
"	17	4 00..4 15	3 60..3 70	2 90..3 00
"	24	4 00..4 15	3 60..3 70	3 00..3 25
"	31	4 05..4 20	3 60..3 70	3 00..3 15
November	7	4 30..4 30	3 85..3 95	3 25..3 40
"	14	4 50..4 65	4 10..4 20	3 40..3 50
"	21	4 40..4 55	3 95..4 05	3 40..3 40
"	28	4 60..4 75	4 15..4 25	3 50..3 60
December	5	4 60..4 75	4 15..4 25	3 50..3 60
"	12	4 60..4 70	4 10..4 20	3 60..3 75
"	19	4 60..4 75	4 15..4 25	3 60..3 75
"	26	4 60..4 70	4 10..4 20	3 60..3 75

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GRAIN.

he Grain trade of 1896 shows a large increase over the previous s not by any means satisfactory as the volume of 1895 was the many years. It indicates, however, that St. Louis is still an im- ctor in the grain trade of the country, and holds fourth place in e of receipts. A large percentage of the grain from the surplus diverted by the all rail lines to the Gulf ports. Of the grain arded, a considerable amount, reaching probably 25,000,000 s handled by St. Louis exporters for St. Louis account. Some bushels were forwarded from St. Louis by river to New d the balance shipped to interior points and consumed by local

lowing tables show the receipts at this point for the past four the amounts received at primary points:

RECEIPTS.

	1896.	1895.	1894.	1893.	1892.
shels	12,651,248	11,275,885	10,003,242	14,642,999	27.483,855
"	24,763,445	8,779,290	23,546,945	33,809,405	32,030,030
"	11,491,310	10,466,160	10,196,605	10,056,225	10.604,810
"	296,930	224,821	140,285	583,799	1,189,153
"	1,931,611	2,104,126	2,083,438	1,986,746	2,691,249
"	51,134,544	32,850,282	45,970,515	61,079,174	73,999,097

ng flour reduced to wheat, the receipts would be as follows:

receipts of Flour and Wheat			57,203,249	bushel.
"	"	"	37,410,330	"
"	"	"	51,646,405	"
"	"	"	66,348 786	"
"	"	"	80,548,136	"
"	"	"	68.835,754	"
"	"	"	77,795,232	"
"	"	"	68,466,596	"
"	"	"	51,105,121	"
"	"	"	48,748.562	"
"	"	"	42,918,800	"

ative position of the ten principal primary receiving points is the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1896—bush.	1895—bush.	1894—bush.	1893—bush.
.....	242,388,156	175,908,249	168,549,150	225,983,058
.....	51,134,544	32,850,282	45,970,515	61.079,174
s....	84,552,720	73,265,070	64,106,240	67,092,810
.....	40,723,150	38,164,595	30,197,820	33,670,870
y.....	24,617,500	20,192,900	24,426,050	35,740,400
.....	28,393,794	31,066 377	19,659,990	35,099,393
....	16.983,000	15,697,362	25,056,308	32,370,460
l Superior.....	71,202,714	53,687,433	35.675,959	33,914,990
.....	9,165,136	7,258,717	9,655,336	13,528,517
.....	20,759,334	17,245,417	.....	.....

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WHEAT.

The receipts of wheat during the year were 12,651,248 bushe increase over the two preceding years. The larger part was rec west of the river.

The winter wheat crops of both 1895 and 1896 were exceedi and prices were accordingly higher than spring. The export de checked on account of high values, the consumptive demand nearly all the receipts; only 6,650,578 bushels were shipped out, about 2,000,000 bushels were exported to Europe via the Gulf an ports, and some 6,000,000 bushels taken by city mills.

No. 2 red opened in January at 66½ cents. During February advanced to 75, from which date there was a steady decline to when No. 2 was quoted at 52½ cents, the lowest price of the yea rose from that date reaching 64 cents in August, 75 cents in Oc closing at 92 cents in December. The highest quotation of th regular sales was 93⅜ on December 29th, though choice sampl at a higher figure. The stock on hand at the close of the year, elevators and private hands, was 2,734,885 bushels.

The receipts at principal primary markets were as follows:

RECEIPTS OF WHEAT.

	1896, bush.	1895, bush.
Minneapolis	69,568,870	65,436,390
Chicago	19,933,402	20,637,642
Duluth and Superior	58,222,116	49,599,373
St. Louis	12,651,248	11,275,885
Toledo	10,200,000	7,836,430
Kansas City	6,978,600	8,230,800
Milwaukee	8,965,734	9,697,379
Detroit	3,027,759	2,796,835

The crop in the wheat producing States from which St. Loui her principal supply were as follows:

	1896, bush.	1895, bush.
Missouri	16,594,473	18,499,968
Kansas	30,794,452	22,919,566
Nebraska	19,390,602	14,787,024
Tennessee	6,628,462	5,766,728
Kentucky	6,976,861	9,501,225
Indiana	20,647,440	20,294,492
Illinois	28,668,146	19.060,712
Iowa	11,473,152	13,654,778

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CORN.

eceipts of Corn were 24,763,445 bushels, which although about
es the amount received the preceding year, was not up to the
of St. Louis receipts. Of this over 22,000,000 bushels were from
the river.

lition to this, however, as noted on a preceding page, a large
was handled by St. Louis exporters direct from interior points,
elled the corn trade of the year to large proportions.

11,000,000 bushels were exported direct to Europe via Atlantic
ports, and nearly all the remainder was sent to the South by rail
mption.

rop of 1896 was the largest ever grown, amounting to 2,283,875,165
which following the large crop of 1895, caused very low values.

of No. 2 ranged from 18 to 27¾ cents per bushel, the lowest
evailing in September, and the highest in April.

ock on hand December 31st was 2,101,223 bushels.

ots at the principal primary markets were as follows:

RECEIPTS OF CORN.

	1896. Bushels.	1895. Bushels.	1994. Bushels.	1893. Bushels.
...	92,722,348	59,527,718	64,951,815	91,255,154
...	24,763,445	8,779,290	23,546,945	33,809,405
...	18,624,800	15,596,695	13,370,170	11,851,020
ity...	13,215,300	8,395,500	10,933,600	14,546,000
...	5,400,000	6.845,204	5,798,689	7,820,133
...	1,750.890	1,903,746	1,602,610	1,787,381
e...	2,072,600	1,256,450	1,516,400	1,455,975
i...	12,991,805	8,492,763	10,744,781	6,684,547
olis...	6,817,800	5,221,800	4,394,400	3,688,200

ops of the corn surplus States for the past and previous years, as
by the Department of Agriculture, are as follows:

	1896—Bush.	1895—Bush.	1894—Bush.	1893—Bush.
...	123,691.957	92,783,186	71.973,737	64,487,266
...	133,468,265	121,435,768	96,888,377	85,368,782
...	284,572,764	255,136,554	169,121,491	160,550,470
...	321,719,541	298,502,650	81,344,010	251,832,150
...	176,768,649	298,072,248	116,011,654	158,197,715
...	247,734,004	204,759,746	41,797,728	139,456,702
...	298,599,638	125,685,069	13,855,524	157,278,895
...	1,586,554,818	1,336,375.221	590,992,521	1,017,171,980

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OATS.

The receipts of Oats were 11,491,310 bushels, about the average
market.

The crop was slightly above the average, but with the crop
which was the largest ever grown, proved equal to all requireme
values, following corn, ruled low, ranging from 15 to 20 cents pe
for No. 2 while lower grades fell as low as 12 cents. The lowest
tion was 15 cents at the close of June and beginning of July,
highest, 21 cents, in August.

RYE.

Receipts of Rye were inconsiderable, being 296,934 bushels, n
of which was shipped to other points. Prices ranged from 27 to
for No. 2.

BARLEY.

The large brewing interest in this city secures large receipts of
The amount received during 1896 was 1,931,611 bushels, nearl
which was consumed here. There was no Canada barley received

The prominence of St. Louis in the manufacture of beer is s
the following statement:

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1877	471,232	bbls., or	14,608,192	ga
1878	521,684	"	16,172,204	"
1879	613,667	"	19,023,677	"
1880	828,072	"	25,670,232	"
1881	959,236	"	29,739,313	"
1882	1,069,715	"	33,661,165	"
1883	1,100,000	"	34,100,000	"
1884	1,122,265	"	34,790,215	"
1885	1,086,032	"	33,666,992	"
1886	1,280,091	"	39,682,821	"
1887	1,383,361	"	43,575,872	"
1888	1,482,883	"	46,710,815	"
1889	1,546,587	"	48,717,490	"
1890	1,856,883	"	58,498,114	"
1891	1,810,812	"	56,135,172	"
1892	1,961,449	"	60,814,919	"
1893	2,092,903	"	64,879,993	"
1894	1,931,666	"	59,881,646	"
1895	1,962,059	"	60,823,844	"
1896	2,193,785	"	68,007,358	"

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MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1896.

MONTHS.	Flour. Bbls.	Wheat. Bush	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	101,550	746,722	1,275,475	698,970	11,218	252,990
February	105,400	496,561	1,612,695	623,855	16,356	261,600
March	88,225	419,436	1,675,470	869,075	16,780	228,000
April	83,555	358,589	1,123,510	683,140	30,753	96,000
May	96,280	313,478	980,985	718,565	13,461	26,299
June	118,175	445,810	885,825	1,218,670	6,104	7,500
July	121,475	2,265,192	1,714,460	712,520	13,198	4,958
August	127,511	3,098,790	4,034,525	1,024,730	26,412	2,250
September	137,215	1,761,839	1,340,380	1,242,225	15,291	22,509
October	168,520	1,257,102	3,141,300	1,262,115	82,609	337,549
November	113,935	596,411	2,360,225	748,185	50,695	463,566
December	91,810	438,772	3,918,695	1,289,260	14,103	228,750
By Wagon	.....	467,546	700,000	400,000	.....	.....
Total	1,348,601	12,651,248	24,763,445	11,491,310	296,930	1,931,611

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1896.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush	Rye. Bush.	Barley. Bush.
January	146,137	466,949	712,616	346,470	17,690	6,050
February	168,261	418,753	931,613	382,871	17,595	16,300
March	158,207	310,928	1,430,270	558,020	18,260	5,470
April	127,337	362,802	1,408,210	476,905	26,010	3,225
May	139,439	634,879	1,077,672	590,867	15,430	2,730
June	119,481	348,407	707,462	527,565	2,260	3,490
July	156,834	488,330	823,848	252,520	7,053	2,450
August	184,648	627,631	3,575,842	307,269	6,856	2,716
September	244,417	799,707	2,261,152	424,687	7,007	2,370
October	233,065	832,790	2,706,346	798,608	61,366	11,503
November	153,796	721,465	2,623,198	382,405	49,812	28,050
December	114,486	637,937	1,784,501	347,500	18,190	28,270
Total	1,946,081	6,650,578	20,042,730	5,395,687	247,529	106,624

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY YEARS.

	Receipts.	Shipments.
1877	34,198,700	25,833,588
1878	36,107,334	29,432,435
1879	46,037,578	33,676,424
1880	60,477,547	48,321,983
1881	51,784,403	39,509,218
1882	54,693,141	41,540,103
1883	51,983,494	37,632,949
1884	52,776,832	41,227,380
1885	52,579,425	38,833,580
1886	42.918.800	27,690,878
1887	48,748,562	36.003.822
1888	51,195,121	38,402,167
1889	68,466,596	56,232,700
1890	77,795,232	65,155,187
1891	68,835,754	51,350,319
1892	80,548,136	53,545,976
1893	66,348,786	51,487,600
1894	51,646,405	35,170,487
1895	37,410,330	29,339,368
1896	57,208,249	41,200,512

Since 1882, Flour is reduced to wheat at four and one-half bushels to the barrel; previous to 1882 at five bushels.

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RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

Year.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'nts.	Receipts.	Shipm'nts.	Receipts.	Shipm'nts.	Receipts.	Shipm'nts.	Receipts.	Shipm'nts.
1870	6,638,253	636,562	4,708,838	3,637,060	4,519,510	3,144,744	210,542	100,254	778,518	70,451
1871	7,311,910	1,048,532	6,030,734	4,469,849	4,358,099	2,484,582	374,336	138,756	876,217	62,843
1872	6,007,897	918,477	9,479,387	8,079,739	5,467,800	3,467,594	377,587	150,208	1,263,486	87,566
1873	6,185,038	1,210,286	7,701,187	5,260,916	5,539,853	3,215,206	356,580	206,652	1,158,615	125,604
1874	8,255,221	1,938,841	6,991,677	4,148,556	5,296,967	3,027,663	288,743	166,133	1,421,406	227,418
1875	7,604,265	1,562,453	6,710,263	3,523,974	5,006,850	2,877,035	275,200	134,960	1,171,337	146,330
1876	8,037,574	2,630,007	15,249,909	12,728,849	3,660,912	1,932,983	399,826	304,192	1,492,985	223,680
1877	8,274,151	2,410,190	11,847,771	9,309,014	3,124,721	1,550,665	472,907	397,183	1,326,490	188,251
1878	14,325,431	6,900,802	9,009,723	6,382,712	3,882,276	1,792,801	845,932	757,621	1,517,292	244,799
1879	17,093,362	7,302,076	13,360,636	8,311,005	5,002,165	2,154,026	713,728	423,720	1,831,507	260,422
1880	21,022,275	11,313,879	22,298,077	17,571,322	5,607,078	2,541,613	468,755	276,041	2,561,992	155,113
1881	13,243,571	6,921,630	21,259,310	15,390,180	6,295,050	3,222,858	469,769	304,761	2,411,723	187,064
1882	20,774,987	12,446,060	14,541,555	9,376,975	8,134,516	4,410,011	403,707	344,870	1,818,968	86,245
1883	15,000,704	6,430,765	20,001,450	15,199,849	6,452,757	3,047,559	532,270	393,557	2,860,798	180,900
1884	16,368,809	7,177,982	19,607,325	16,533,259	7,036,951	3,082,360	585,218	700,526	2,625,841	169,781
1885	10,690,677	2,332,609	26,114,782	20,491,416	7,383,529	3,680,829	726,798	636,640	3,017,362	210,340
1886	12,309,364	2,429,462	16,387,071	11,848,995	7,426,915	2,764,922	447,842	337,018	2,529,731	215,377
1887	14,510,315	6,238,268	16,576,386	13,841,172	9,768,545	3,780,729	236,726	175,352	2,932,192	291,337
1888	13,010,108	4,412,506	20,269,499	15,904,759	10,456,760	5,414,764	421,514	275,233	3,044,961	324,083
1889	13,810,591	5,351,141	34,299,781	30,049,187	11,347,340	6,803,877	679,364	809,072	3,070,807	352,173
1890	11,730,774	3,688,015	45,003,681	40,616,333	12,229,955	7,191,868	501,054	467,360	2,794,880	230,155
1891	25,523,183	14,977,215	21,530,940	14,881,603	12,432,215	7,772,858	1,149,490	1,089,403	2,108,546	173,663
1892	27,483,855	14,333,534	32,030,030	22,606,756	10,604,810	4,972,928	1,189,153	1,032,374	2,691,249	185,563
1893	14,642,999	7,836,684	33,809,405	29,656,427	10,056,225	4,084,276	583,799	586,328	1,986,746	122,613
1894	10,003,242	3,140,172	23,546,945	18,163,853	10,196,605	3,909,809	140,285	120,036	2,083,438	78,871
1895	11,275,885	7,878,613	8,779,290	6,981,369	10,466,160	4,605,274	224,821	173,296	2,104,126	45,351
1896	12,651,248	6,650,578	24,763,445	20,042,730	11,491,310	5,395,687	296,930	247,529	1,931,611	106,624

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

Year.	Wheat, bu	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.	Year.	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu
1877	413,495	290,845	31,470	35,027	93,309	1887	4,678,389	1,062,980	1,230,636	8,526	107,826
1878	437,149	492,594	37,213	42,720	219,433	1888	3,803,153	1,257,375	709,655	109,252	112,609
1879	1,232,258	1,379,826	187,122	55,804	165,689	1889	2,568,671	1,928,410	543,723	33,700	254,241
1880	1,962,797	1,616,843	221,440	63,214	75,144	1890	2,222,141	778,358	378,210	4,125	165,433
1881	877,202	958,076	162,466	91,941	161,822	1891	3,153,884	509,899	87,541	15,131	106,514
1882	926,569	995,316	79,502	42,570	101,973	1892	7,545,050	1,086,634	179,406	43,619	187,921

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WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

Receipts.			Shipments.		
Months.	1895.	1896.	Months.	1895.	1896.
January	128,261	746,722	January	1,069,813	466,949
February	66,447	486,561	February	621,807	418,753
March	177,290	419,436	March	744,461	310,928
April	158,333	358,589	April	666,523	362,802
May	812,895	313,478	May	1,406,730	634,879
June	316,500	445,810	June	506,111	348,407
July	1,902,350	2,265,192	July	310,019	488,330
August	2,353,692	3,093,790	August	514,134	627,631
September	1,202,560	1,761,839	September	460,319	799,707
October	1,508,110	1,257,102	October	758,553	832,790
November	1,150,120	596,411	November	361.167	721,465
December	957,447	438,772	December	439,476	637,937
By Wagon	541,880	467,546			
Total bushels	11,275,885	12,651,248	Total bushels	7,878,613	6,650,578

SOURCES OF SUPPLY FOR THREE YEARS.

From	1894.	1895.	1896.
The West by rail and Missouri river	4,894,554	3,712,567	5,140,848
The South by rail from west of Mississippi river	922,309	752,958	959,266
The South by Mississippi river boats	1,066,934	812,164	720,389
The South by rail from east of Mississippi river	874,143	447,295	227,097
The East by rail and by Illinois river	851,319	2,761,366	2,133,064
The North and Northwest by rail and river	1,065,505	2,247,654	3,003,038
Wagons from near the city	328,478	541,880	467,546
Total Receipts, bushels	10,003,242	11,275,884	12,651,248

DIRECTION OF SHIPMENTS FOR THREE YEARS.

Shipped to	1894.	1895.	1896.
Europe direct via Atlantic seaboard	407,197	452,600	267,500
Europe via New Orleans, by river	1,042,197	438,614	1,732,563
The East by rail and Illinois and Ohio rivers	826,169	1,857,448	1,221,853
The West by rail and Missouri river	3,472	49,318	25,800
The South by rail	799,142	4,979,682	3,200,408
The South by river (local)	3,555	56,031	18,234
The North by rail and river	58,440	44,920	184,220
Total Shipments, bushels	3,140,172	7,878,613	6,650,578

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CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

Receipts.			Shipments.	
Months.	1895.	1896.	Months.	1895.
January	1,253,435	1,275,475	January	21,090
February	790,405	1,612,695	February	430,081
March	641,830	1,675,470	March	851,470
April	298,125	1,123,510	April	1,170,474
May	528,835	980,985	May	414,059
June	285,140	885,825	June	403,538
July	332,585	1,714,460	July	528,300
August	741,630	4,034,525	August	652,474
September	711,770	1,340,380	September	430,020
October	318,110	3,141,200	October	448,230
November	836,920	2,360,225	November	483,093
December	1,440,505	3,918,695	December	1,148,540
By Wagons	600,000	700,000		
Total bushels	8,779,290	24,763,445	Total bushels	6,981,369

SOURCES OF SUPPLY FOR THREE YEARS.

From	1894.	1895.
The West by rail and Missouri river	10,700,030	3,610,505
The South by rail from west of Mississippi river	470,445	317,265
The South by Mississippi river boats	42,435	118,310
The South by rail from east of Mississippi river	66,320	45,525
The East by rail and by Illinois river	2,238,280	3,005,300
The North and Northwest by rail and river	9,429,435	1,082,385
Wagons from near the city	600,000	600,000
Total Receipts, bushels	23,546,945	8,779,290

DIRECTION OF SHIPMENTS FOR THREE YEARS.

Shipped to	1894.	1895.
Europe via Atlantic seaboard	1,508,679	1,957,660
Europe via New Orleans	1,263,310	1,252,811
Canada	3,532	5,171
Cuba and Mexico	430,385	42,573
Eastern points by rail	1,593,486	1,109,414
*Southern points by rail	12,532,153	2,464,991
Southern points by river	815,961	133,353
Local points	16,347	15,396
Total Shipments, bushels	18,163,853	6,981,369

* A part of this amount was transferred to barges at Belmont and export.

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OATS.

ONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.		SHIPMENTS.		
1895.	1896.	Months.	1895.	1896.
557,300	698,970	January	383,231	346,470
419,315	623,855	February	339,364	382,871
537,620	869,075	March	377,877	558,020
666,950	683,140	April	202,481	476,905
730,530	718,565	May	280,781	590,867
680,200	1,218,670	June	223,562	527,565
660,560	712,520	July	244,247	252,520
1,176,600	1,024,730	August	468,075	307,269
1,495,365	1,242,225	September	760,361	424,687
1,850,590	1,262,115	October	733,130	798,608
763,050	748,185	November	320,225	382,405
678,080	1,289,269	December	271,940	347,500
300,000	400,000			
10,466,160	11,491,310	Total bushels	4,605,274	5,395,687

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1895.	1896.
rail and Missouri River	2,843,210	4,096,925	3,829,464
rail from West of Mississippi River	109,460	99,655	36,165
Mississippi River Boats	585	1,165	1,450
rail from East of Mississippi River	16,715	1,470	16,010
ail and Illinois River	2,654,645	1,056,070	755,300
rail and river	4,271,990	4,910,875	6,452,925
the city	300,000	300,000	400,000
eipts, bushels	10,196,605	10,466,160	11,491,310

DIRECTION OF SHIPMENTS.

	1895.	1896.
	99,929	98,320
rail	3,426,696	3,575,619
river	738,225	1,452,133
rail	316,629	268,055
	3,525	1,560
pments, bushels	4,605,274	5,395,687

ushels of Oats went to Germany, 1,800 to Ireland, and 1,300 to Cuba.

ments by rail included 51,500 bushels to England, 750 bushels to Ger-
250 bushels to Mexico and 126,600 to seaboard for export.

shels were shipped by river to New Orleans.

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RYE.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEA

Receipts.			Shipments.	
Months.	1895.	1896.	Months.	1895.
January	6,345	11,218	January	6,1
February	13,300	16,356	February	11,4
March	15,422	16,730	March	21,0
April	5,920	30,753	April	7,5
May	3,292	13,461	May	1,1
June	1,256	6,104	June	.....
July	10,404	13,198	July	4,4
August	16,823	26,412	August	9,9
September	9,271	15,291	September	10,8
October	67,474	82,609	October	44,2
November	52,914	50,695	November	35,1
December	22,400	14,103	December	21,2
Total bushels	224,821	296,930	Total bushels	173,2

SOURCES OF SUPPLY FOR THREE YEARS.

From	1894.	1895.
The West by rail and Missouri river	44,465	99,0
The South by rail from west of Mississippi river	.....	7,0
The South by Mississippi river boats	175	5
The South by rail from east of Mississippi river	.....	1
The East by rail and Illinois river	45,387	17,2
The North by rail and river	50,258	100,0
Total Receipts, bushels	140,285	224,5

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BARLEY.

NTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
	1895.	1896.	Months	1895.	1896.
.....	296,500	252,990	January.....	11,923	6,050
.....	173,250	261,600	February.....	8,256	10,300
.....	78,000	228,000	March.....	2,862	5,470
.....	72,750	96,000	April.....	6,699	3,295
.....	15,021	26,299	May.....	756	2,730
.....	.....	7,500	June.....	116	3,490
.....	890	4,598	July.....	.....	2,450
.....	758	2,250	August.....	.....	2,716
.....	7,840	22,509	September.....	334	2,730
.....	622,091	337,549	October.....	4,655	11,503
.....	419,017	463,566	November.....	5,430	28,050
.....	445,009	228,750	December.....	4,320	28,270
els...	2,104,126	1,931,611	Total bushels....	45,351	106,624

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1894.	1895.	1896.
il and Missouri River	64,694	157,544	27,000
ail from West of Mississippi River....	117	750	.....
Mississippi River Boats.....	960	2,903	499
ail from East of Mississippi River.....	.....	.....	.....
il and Illinois River	1,473,417	1,372,779	960,600
ail and river	544,250	570,150	943,512
ipts, bushels.....	2,083,438	2,104,126	1,931,611

els Canada Barley received in 1894.

els Canada Barley received in 1895.

a Barley received in 1896.

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DAILY RANGE DURING JANUARY, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1896	WHEAT.					CORN.					OATS.
	No. 2. Red.	No. 2, Hard.	JAN.	MAY.	JULY.	No. 2.	JAN.	FEB.	MAY.	JULY.	MAY.
2	66½	54¾	54¾ nom	59⅜ @ 58⅝	58¼	23⅞	23½ @ 23⅞	.....	25 @ 25⅛	26⅛	19⅛
3	66 nom	54¾ nom	53¾ nom	58⅛	59	58¼ ask	26⅞ nom	24 nom	24½ ask	25⅛	26⅛ bid	19⅛@19¼
4	67⅛ bid	55½ nom	55⅛ nom	59⅜	60⅜	59 nom	24⅛ bid	24⅛ 24¼	24¾ ask	25¼ 25⅜	26⅛ bid	19⅜ bid
6	67⅛ nom	55⅝	54⅝ nom	59⅞	58⅞	58 nom	24⅛	24⅜ ask	24½ ask	25¼ 25⅝	26⅜ nom	19⅜ 19⅛
7	67⅛ nom	55¼	56¼ nom	58⅝	60⅛	58 @ 59¼ n	24⅛ 24¾	24¾	.....	25⅞ 25⅞	26¾ nom	19¾
8	66 bid	55½ nom	55⅛ nom	60⅞	59¾	59	25 nom	25	25	26 26⅛	27⅛	20⅛ 19¾
9	68 nom	56 nom	56 nom	59½	60⅛	59 nom	25⅜	25	25⅛	25⅞ 26¼	27	19⅝
10	67⅛	55⅛ nom	55⅛ nom	59⅛	59⅞	58¼ 58⅞	25¼	24⅞ 25	25 nom	25⅞ 26	26⅞	19¾ nom
11	66 nom	55¼ @ 55¾	55¼ nom	59⅞	59¼	57½ ask	25¼	25	25	26 25½	27 26¾	19⅝ 19⅛
13	65	55 54½ n	55 nom	59⅛	58¾	57⅞	24½	24¾	24½ 24¼	25⅛ 25⅛	26⅛ 26⅜	19½ 19¾
14	64	54⅞ nom	55 nom	58⅛	59¼	57⅛ ask	24⅞ 24½	24¼ 24½	24¼	25⅛ 25⅝	26⅜ 26⅛	19⅜ 19⅛
15	63 @ 62¾	55	55 @ 55½ n	59	59⅝	57¾ ask	25	24¾ 25	25 nom	25⅝ 26	26¾ 26⅞	19¾ 20
16	63 nom	55⅛ bid	55¼ nom	59⅛	59⅞	58 ask	25⅛	25⅛ nom	25 25⅛	26⅛ 25⅞	27⅛ 27	20
17	63¾	55¼ 55⅝	55⅝ nom	59⅛	60	58 ask	24⅞ 25⅛	24¾	24⅝	25⅝ 25⅞	26⅜ 26¾	19¾
18	63⅛ bid	56¼ 56⅝	56⅜ nom	60	60⅞	59 ask	25⅛ 25¾	25⅛	25 25⅛	26⅛ 26¼	27⅛ bid	20
20	65⅛ nom	57⅜ nom	57⅞ nom	60⅛	61⅞	59⅞	25½ 25⅜	25¼ 25⅛	25¼	26⅛ 26½	27⅛ 27⅝	20¼ 20⅜
21	65	57¾ bid	57¾ nom	61⅛	62⅛	59⅝	25⅜ 25⅞	25¼	25⅛ 25¼	26⅛ 26¼	27⅛ 27¼	20⅛
22	65 @66 bid	59¾ nom	59¾ nom	61¾	63⅜	60⅞	25¾ 26	25⅜ bid	25⅝	26⅜ 26¾	27⅝ 27¾	20⅛ bid
23	65⅛ 66	60	60 nom	63⅛	64	60¾ 61⅛	26	25⅛ 25⅜	25⅜ nom	26⅜ 26⅞	27⅛ 27⅞	20⅛
24	66 67⅛	61⅛ nom	61⅛ nom	62⅞	65⅛	60⅛ 60¾	25¾	25⅜ 25⅛	26⅛ nom	26⅛ 26¾	27¼ 27⅜	20¼ 20⅛
25	68⅛	63⅛ nom	63⅛ nom	64⅜	66¾	61¾ 62	26	25¾ 25⅞	26 nom	26⅞ 27⅜	28 29⅛	20⅝ 21⅜
27	66 67⅛	62 bid	62 nom	66¾	65⅛	62⅛	25⅝	25¾	25⅝	27¾ 26¾	28⅛ 28	20¾ 20⅛
28	66¼ nom	60¾ 1⅛ n	60¾ 1⅛ n	65⅜	64⅝	61¼	25⅛	25⅛	25¾ 25⅛	26⅞ 26⅛	28 27⅞	20⅛
29	67 nom	61¾ nom	61¾ nom	63¾	65⅛	62 nom	25⅜ 25⅛	25⅛	25⅛ bid	26⅜ 27⅛	27¾ 28⅛	20⅛ 20¾

1896	WHEAT.					CORN.					OATS.	
	No. 2. Red.	No. 2, Hard.	FEB.	MAY.	JULY.	No. 2.	FEB.	MARCH.	MAY.	JULY.	MAY.	JULY.
1...	71@73⅛ bid	65 nom	65 nom	66⅛ @ 68	65	26⅛ @ 27	26⅛	27	27¼ @ 28	28⅞ @ 29⅛	20¾ @ 21¼	.....
3...	75⅛ bid	66⅝ nom	66⅝ nom	67⅛ 70	64⅝ 66	26⅝ 27¼	26¾	27¼ nom	27⅝ 28	29⅛ 29¼	21⅛ 21⅜	.....
4...	74 f.o.b.	65⅛	66 65 nom	69¼ 68	65 64⅛	26⅛ 26⅞	26⅛	26¾ nom	27⅝ 27	28¾ 28⅜	21⅛ 21	.....
5...	74 74⅛	65¼ nom	65¼ nom	69⅝ 67⅞	65¼ 64¼	26⅜ 27	26⅜ nom	26¾ nom	27⅛ 27⅛	28¾ 28⅛	21 ask	.....
6...	73⅛ 74nom	65¼	65¼	69⅛ 67¾	65¼ 64½	26⅜ 26⅛	26⅛	26⅞ ask	27⅜ 27⅝	28⅝ 28¾	20⅞ 21	.....
7...	73⅛ f.o.b	64⅜ 65½	65⅛ nom	67 68⅛	63¾ 64½	26⅛ 26⅞	26¾ nom	27 nom	27¼ 27¾	28⅛ 29	21	.....
8...	73 73⅛	64¾	64¾	68 67¼	64 64⅜	26⅝ 27	26⅝ bid	27 nom	27⅛ 27⅛	28⅞ 28¾	21⅛ 21	.....
10...	72¾ nom	63⅛ nom	63⅛ nom	65⅞ 66⅞	63⅜ 64	26¾	26⅝ 26¾	26⅝	27⅛ 27⅜	28⅛	21 nom	18¾
11...	72¾ 72nom	62¾	62¾ nom	66¼ 65⅜	63 63⅛	26⅛ 26⅝	26⅛	26⅛	26⅞ 27¼	28¼ 28⅜	20⅛ 20⅝	19
13...	72⅛ nom	63 63⅛ bid	63 nom	65⅜ 66⅛	63⅛	26⅝ 26¾	26¾ nom	26⅛	27⅛ 27¼	28⅛	20¾ nom	19¼ bid
14...	73	63	63 oom	66⅜ 65¼	63 nom	26¾ 26⅞	26¾ nom	26⅛	27¼ 27	28⅜ 28¼	20⅝ 20⅛	19⅜ bid
15...	72 nom	62⅜	62⅜ nom	65⅝ 64⅛	62⅝ nom	26⅛	26⅛ nom	26⅛	27 27⅛	28⅜ 28⅛	20⅛ 20⅝	19⅜ bid
17...	71 bid	61¾ nom	61¾ nom	65¼ 64⅛	62⅛	26⅛ bid	26⅛	26¼	26⅞ 27⅛	28¼ 28⅜	20⅜ 20⅛	19⅜ bid
18...	72⅛ f.o.b	61	61 nom	64¾ 63⅝	62¼	26⅛ 26¼	26¼	26¼ ask	26⅝ 27	28	20¼ 20⅜	19¼
19...	71⅛ 72nom	61	61 nom	63⅜ 64⅛	61¾ 62⅛	26¼	26¼ nom	26 bid	26⅝ 26⅞	27¾ 28	20¼ 20⅝	19⅛ nom
20...	71⅛ 72nom	61 nom	61 nom	64¾ 63⅞	62⅛ 62¾	26⅜	26¼ nom	26 bid	26¾ 27	28	20⅛	19⅜ bid
21...	71⅛	62	61 nom	63⅜ 63⅞	62¼	26 26⅛	26¼ nom	26	26⅞ 27⅛	28 28⅛	20⅝	19¼ bid
24...	72 nom	61¼ nom	61¼ nom	63¾ 64½	62⅜ 63	26¼ 27⅛	26⅛ nom	26¼ bid	26¼ 27⅝	28⅛ 28⅝	20¾	19¾ bid
25...	71⅛ nom	62¾	62¾ nom	63⅞ 65⅜	62⅞ 63⅞	27⅛ 27¼	27⅛ nom	27¼ nom	27¾ 28	29	20⅞	19¾ bid
26...	71¾ 72nom	62 bid	62 nom	65⅛ 64½	63⅛ 63¾	27 27⅛	27	27	27⅛ 27¾	28⅛ 28⅝	20⅝	19¾ bid
27...	71⅛ nom	62¾ nom	62¾ nom	64⅜ 65⅛	63⅛ 63⅞	26¾ 27⅛	27 nom	26¾ ask	27⅛ 27⅝	28⅛ bid	20¼	19¾ bid
28...	71⅛ 72bid	63⅛ nom	64 nom	64⅞ 66⅝	64¼ 65¾	27 27⅞	27 nom	26¾ bid	27⅝ 27¾	28⅝ bid	20¾	19¾ bid
29...	72⅛ nom	63¼ nom	.....	65⅝ 66⅛	64⅞ 65¾	26¾ 27⅛	26⅞	26¾ nom	27⅛ 27⅝	28⅝	20¾	19¾ bid

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DAILY RANGE DURING MARCH, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1896	WHEAT.					CORN.				OATS.	
	No. 2 Red.	No. 2 Hard.	MARCH.	MAY.	JULY.	No. 2.	MARCH.	MAY.	JULY.	MAY.	JULY.
2	72½ nom	63½ nom	63¼ nom	66⅞ @ 65½	66 @ 64¾	26⅝ @ 27¼	26⅞ ask	27¾ @ 27½	28⅝ @ 28½	20½ nom	19½ bid
3	72¼ nom	63 bid	63 nom	65⅝ 65⅞	64⅞ 64½	26½ 27	26½	27¼ 27⅞	28⅞	20⅜ @ 20½	19¾
4	72½	62½	62½ nom	64⅞ 63¾	64¼ 65	26⅞ 26⅞	26¼ bid	27⅜ 27⅞	28¼ 28½	20½	19⅞ ask
5	71½	63 bid	63 nom	65⅛ 65½	64¼ 64½	26 26¾	26¼ ask	27 27¼	28¼ 28⅜	20⅜ 20½	19⅜ bid
6	72	61½ nom	61½ nom	65¼ 64	64 63⅞	26 26⅜	26 nom	27 27⅛	28¼ 28⅜	20½ 20⅜	19¼ bid
7	70 @71½ a	61 nom	61 nom	62¾ 61½	62½ 62⅞	25⅞ 26¼	26 nom	26¾ 27	28 28⅛	20⅜	19¼ bid
9	70½	61 bid	61 nom	62⅛ 61⅞	61¾ 62½	25⅞ 26¼	25⅞ nom	26¾ 26⅞	27⅞ 28	20¼ 20½	19¼ bid
10	70 70½ n	61	61 nom	62 62⅞	61⅞ 62⅛	25⅞ 26⅜	25⅞ nom	26¾ 26⅞	28 28⅛	20⅛	19⅜ bid
11	70	61 nom	61 nom	61½ 62⅛	61½ 62⅜	26 26⅜	26⅛ nom	26⅞ 27	28⅛ 28¼	20⅜	19½ bid
12	69 bid	60 nom	60 nom	62⅛ 61⅛	62⅜ 61½	26¼ 26½	26¼ ask	26⅞ 27	28⅛ 28⅜	20⅜ 20	19¼ bid
13	69 nom	58⅞ nom	58⅞ nom	61¼ 59¾	61⅜ 60⅝	26¼ 26½	26¼ nom	26⅜ 26⅞	27¾ 28	20⅛ 19⅞	19½
14	68½ bid	58½ nom	58½ nom	59⅞ 60⅛	60⅞ 60⅝	26⅛ 26¼	26¼ nom	26⅜ 26¾	27⅞ 28	19⅞ 20	19½ bid
16	68½ nom	57½ nom	57½ nom	59⅝ 58⅞	59⅝ 59⅞	26½	26½ nom	26½ 26¾	27¾ 27⅞	19⅞	19¼ bid
17	69 71 n	58¼ nom	58¼ nom	59 6 ¼	59⅜ 60⅝	26¼	26¼ nom	26½ 26¾	27⅝ 27¾	20	19⅜ bid
18	69½ nom	58½ nom	58½ nom	60 61	60½ 61	26½ 26¾	26½ nom	27½ 26⅞	28½ 28	20½ 20¼	19½ bid
19	68½	58 bid	58 nom	59⅞ 59½	60½ 59½	26¼ 26½	26⅞ nom	26⅝ 26¾	27¾ 27⅞	20½	19¼ bid
20	67¾ nom	57¼ nom	57¼ nom	58⅞ 58¼	58⅞ 59½	26½	26⅞	26½ 26¾	27½ 27⅞	19¾ 20	19¼@19¾
21	68½ nom	57¾ nom	57¾ nom	58¼ 59⅜	59¼ 59⅞	26½	26½ nom	26¾ 26⅞	27⅝ 27¾	20	19½ bid
23	67¾ nom	57¼ nom	57¼ nom	59⅞ 58¼	60 59½	26¾	26⅞ nom	26¾ 26½	27¾ 27⅞	19¾ 19⅜	19⅛ nom
24	67⅞ nom	57⅜ nom	57⅜ nom	57¾ 58½	58¾ 59⅜	26 26¼	26 bid	26⅞ 26½	27¼ 27½	19⅜ 19⅛	19 bid
25	68 bid	57⅝ nom	57⅜ nom	58 58¾	59⅝ 60	26½ 26⅞	26¼ bid	26½ 26⅝	27½ 27⅝	19⅜ nom	19 nom
26	68½ bid	57¾@57⅞ n	57¾ nom	58 59¼	59¼ 60½	26¼ 26⅝	26½ ask	26⅝ 26¾	27½ 27¾	19½ bid	19¼ bid
27	70 bid	57¾ nom	57¾ nom	58¾ 59¾	59⅞ 60⅜	26½ 26½	26½ ask	26¾ 26⅞	27⅜ 27⅞	19⅜	19 bid

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1896.	WHEAT.					CORN.				OATS.	
	No. 2 Red.	No. 2 Hard.	MAY.	JULY.	AUGUST.	No. 2.	APRIL.	MAY.	JULY.	MAY.	JULY.
1	69½ nom	58 nom	59⅛ @ 59½	59¾ @ 60⅛	.....	26½ @ 26⅝	26¾ ask	26⅞	27⅞ nom	19	18¾ bid
2	69¾ nom	57¾ nom	60⅜	59¼ 61⅛	60	26¾	26¾ nom	26¾ @ 27	27¾ @ 27⅞	19¾ @ 19⅞	19 nom
4	70⅛ nom	58⅝ nom	59⅛	60⅛ 60⅛	60⅛	26⅜	36⅝	26⅞ 27	27⅞ nom	19⅛	19 bid
6	72¼ nom	60¾ nom	60¼	62⅝ 61½	63⅝	26⅜ 26⅝	26⅝ nom	27 27½	28 28½	19½ 20	19¾ bid
7	72¾ nom	62¼ @ 1¼n	61⅜	62¾ 65⅜	64	27⅜	27⅜ nom	27¾ 27½	29 28⅞	20⅛ 19⅞	20 bid
8	72¼ nom	60¾ nom	64½	62⅝ 65⅛	63⅜	27¼	27¼ bid	27¾ 27½	29 28¾	20 19⅝	19⅝ bid
9	71¾ nom	59¾ nom	63½	62 64	62⅞	27	27 nom	27⅜ 27	28½ 28⅜	19⅜	19¼ nom
10	71⅜ @ 1¼n	60 59½n	62⅜	61⅜ 63¼	61½	26¾	26¾ nom	26⅞ 27⅛	28 28¼	19⅜	19⅜
11	69¼ 9½n	57⅜ nom	62⅞	59¾ 63¾	60⅞	26¾	26¾ nom	27 26¾	28 27¾	19⅛ 18⅞	19
13	69¼ 9⅜n	57¼ nom	58⅞	59¾ 60	61¼	26⅜ 36¾	26⅜ nom	26¾ 27¼	27¾ 28⅛	19⅛	19¼ bid
14	68¼ 8⅜n	56¼ nom	59⅞	58¼ 61¼	60¾ 64 @ 63	27 27⅛	27 nom	27⅛ 27¼	28 28¼	19⅛ 18¾	19⅛@19
15	69⅛ 9¼n	57⅛ 57½	58⅜	59⅛ 60⅜	61¼ 63	27⅛	27⅛ nom	27⅛ 27⅛	28 28¼	18¾ 18⅞	19 19⅛
16	69½ nom	57½ nom	59⅛	59¾ 60⅜	61¾ 63¼	27¼ 27½	27¼ nom	27⅜ 27½	28¼	18¾ 19	19 19⅛
17	70⅜ 70⅜n	58½ ⅜n	60	61⅜ 61⅞	61½ 64¾	27⅜ 27¾	27⅜ nom	27½ 28	28½ 28⅞	18⅞ 19	19¼ bid
18	69¾ 69⅞	57¼ 7⅜n	60½	59¼ 63	61⅜ 64¼	27⅛	27⅛ nom	27¾ 27¾	28⅜ 28¼	18⅜	19⅛
20	67¾ 67⅞	56 6⅛n	58⅞	58 61½	60⅜ 62¾	26⅞ 27	26⅞ nom	27⅛ 27⅜	28 28⅛	18½ 18¼	18¾
21	65½ nom	53¾ 54 n	58	55¾ 60⅜	59 62⅝	26⅞ 27	26⅞ nom	26⅞ 27⅛	28 28¼	18¼ 17⅞	18½ 18⅜
22	66 66¼n	54½ nom	55¾	56¾ 58⅝	59½ 61	26⅞ 27	26⅞ nom	26⅞ 27	27⅞ 28	17⅞ 18	18¾
23	66⅜ 66⅜n	54⅞ 55	56½	57⅛ 59	59⅞ 61⅜	26⅞ 27¼	26⅞ nom	26⅞	27⅞ 28	17⅞ 17⅝	18⅛ 18¾
24	67 nom	55⅛ nom	56⅝	57½ 59	60¼ 61¼	26¾	26¾	26⅞	27⅞	17¾ 17⅞	18⅜ 19
25	66¾ ⅞n	56 bid	57	57¼ 59½	60¾ 61¾	26⅝	26⅝	26⅜ 26⅞	27¾ 28	17⅝ 17¾	18¾
27	66½ ⅝n	56⅛ bid	57	57¼ 59½	60⅛ 61⅜	26⅜ 26½	26⅜ nom	26⅜ 26¾	27¾ 27½	17⅝ 17½	18⅛
28	66½ nom	56 bid	56½	56⅞ 59⅜	59⅞ 61¼	26¼	26¼	26⅜ 26⅛	27⅝ 27⅜	17⅜ 17⅛	18½ 18⅜
29	66¼ nom	56 bid	57¼	56⅜ 60½	59½ 62	26⅛	26⅛ nom	26¼ 26	27¾ 27⅜	17¾ 17⅛	18½ 18⅛
30	66¾ nom	57 bid	56⅜	57 59¼	60⅛ 60½	25¾ 25⅞	25¾ nom	25⅜ 25⅞	27¼ 27½	17 17⅛	18⅛ 18⅛

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DAILY RANGE DURING MAY, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1896.	WHEAT.						CORN.				OATS.	
	No. 2, Red.	No. 2, Hard.	MAY.	JULY.	AUG.	SEPT.	No. 2	MAY.	JULY.	SEPT.	MAY.	JULY.
1.....	66 @ 66⅛	56⅛ bid	57⅜ 56⅛	60⅜ @ 59⅜	61¾ @ 60¼	.....	25⅞	26⅛ @ 25¾	27⅜ @ 27	28¾ @ 28½	17	18⅛@17⅞
2.....	65¼ 65⅜n	55⅛	56⅛	59¼ 58⅛	50 59⅜	.....	25⅞ 26	25⅛	27⅛ 26¾	28⅜ 28¼	17 bid	17⅞
4.....	65⅛ 65⅛n	55⅛ nom	55⅝ bid	58¼ 53¾	58⅞ 59¼	59¾	25¼	25¼ 25½	26½ 26¾	27⅞ 28	17⅛ bid	17¾ 17⅜
5.....	66¼ nom	56⅛ bid	57½ bid	58¼ 59¾	58½ 60	59	25¾ bid	25¼ bid	26½ 26¾	27⅝ 28⅛	17⅛ bid	18
6.....	66⅜ nom	56¾ nom	56¾ bid	58⅞ 59¾	59¾ 60⅛	60⅛ nom	25½ 25⅝	25½	26⅝ 27	27⅞ 28	17½ bid	18
7.....	68¼ nom	.....	58 59nom	59¼ 61½	59¾ 61½	61 62	26 nom	26	26¾ 27¼	28¼	17⅞ nom	18¾
8.....	67⅛ nom	57½ nom	57½ nom	62 60⅝	62 60½	62⅜ 61⅞	26¼ bid	26 nom	27⅛ 26⅝	28⅝ 28¼	18	18¼ 18¾
9.....	68 68½	57¾ nom	57¾ nom	61¾ 60¾	61⅝ 60⅞	61½ nom	26 26¼	27¼ nom	27 27½	28⅝ 28⅞	18 bid	18¾
11.....	67 nom	57⅛ nom	58	61⅝ 60	61¾ 60¾	61½	26 nom	26⅛	27¼ 27½	28¾ 28⅞	18 nom	18⅞
12.....	68 nom	58½ nom	58⅞ nom	59¾ 61⅛	60½ 62	61⅛	27¼	26⅛	27½ 27⅛	28⅝ 29⅛	19 nom	18⅛ 19¼
13.....	67⅛ 67⅜	58⅜ nom	58½ nom	61¾ 60¾	61¾ 61	62½	26¼	26¼ nom	27¼ 27½	28⅝ 29	18½ nom	18⅞ 19¼
14.....	.....	58 nom	58 nom	60⅛ 60⅞	60⅝ 61⅞	61⅞	26⅜ 26½	26⅛ ask	27 27¼	28⅛ 28⅝	18⅜ nom	19
15.....	65 nom	57 nom	57 nom	61 59¾	61⅛ 59¾	61¾ 60¾	26½	26 nom	27¼ 26⅝	28⅜	18¾ bid	18½
16.....	65 nom	57¼ nom	57¼ nom	58⅞ 59⅞	59 59⅝	59¾ 60	26	26 nom	26⅝ 26¾	28⅛ 28¼	.....	18⅛
18.....	65¾	55½ nom	55½ nom	59⅞ 58¼	59⅜ 58¼	59⅝	26	25¾	26¾ 26½	28⅛ 28	18 bid	18⅜
19.....	64 ask	56¼ nom	56⅛ nom	58⅛ 59¼	57⅞ 58¾	58⅞	25⅞ 26	26 nom	26½ 26¾	27⅞ 28⅛	18 bid	18¾
20.....	64½ ask	56½ nom	56⅛ nom	59 59¾	58⅛ 59¾	59⅞ 59⅞	26¼	26¼ nom	26¼ 26⅞	28¼	18⅝ bid	18⅞
21.....	60 nom	55½	55½ nom	60 58⅜	60 58¼	60¼	26¼	26⅜	27 26⅜	28½ 28	18¾ bid	18½ 18¾
22.....	59½ nom	54½ nom	54½	58¾ 57⅞	58¾ 57⅞	59⅜	26⅜ bid	26¾	26⅝ 26⅞	27⅞ 28	18 bid	18⅜
23.....	58 bid	55¼ nom	54½ nom	57¾ 58¼	57¾ 58⅜	58⅝ 58⅞	26¼ nom	26⅜	26½ 26¾	27⅞ 28	18¼ bid	18¾ 18¼
25.....	58 nom	54½ nom	53½ nom	58¼ 57	58¼ 57	59 58nom	26	26⅛ 26	26⅝ 26⅜	28 27¾	18 bid	18½ 18
26.....	57¼	53 nom	53 nom	57 56⅜	57¼ 56¼	57¼	26 nom	26	26¼ 28⅛	27¾ 27⅛	17¾ bid	17⅞ 18
27.....	56 56⅛	52 nom	52 nom	56⅝ 55⅛	56⅜ 55¾	57⅛ 56¾	26⅛ bid	26⅛ bid	26 26⅛	27⅞ 27⅝	18 nom	17¾
28.....	55⅞ 56nom	51⅞ 52nom	52 nom	55⅞ 56	55⅛ 56¼	57⅛ nom	26¼ nom	26⅛ nom	26½ bid	27¾ nom	18 nom	17¾ bid

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1896.	WHEAT.					CORN.			OATS.	
	No. 2 Red.	No. 2 Hard.	JULY.	AUG.	SEPT.	No. 2.	JULY.	SEPT.	JULY.	AUG.
1	55 bid	.....	56 @ 54	56¼ @ 58⅞	57 @ 55	26	26⅜ @ 25⅝	27¼ @ 26⅝	17⅝ @ 17⅛	17¼ nom
2	53 bid	50½@51 n	53¾	54¼	53¼	25¼	25	26⅜	17⅜	17⅝ 17
3	52⅝ nom	51 51⅛ n	53⅞	54⅝	53⅞	54⅞	54⅝	55¼	25⅛ @ 25⅝	25⅛ 26⅛ 26⅜ 27⅜ 17⅞ 17¼ bid
4	53 nom	51	53¼	55	53¾	55⅞	55	56	25¼	25⅞ 26¼ 27 27¼ 17⅞ bid 17¼ @ 17⅜
5	54⅝@54¾ n	53¼ 53¾ n	55	56¾	55¼	57	56	56¼	25¾	26 26¼ 27 27¼ 17¾ 17⅞ 17⅜ bid
6	57 57⅛ n	56¼ 56⅜ n	57¼	59	57⅝	59¼	58¼	59¾	25¾ bid	26¼ 26⅝ 27⅛ 27¾ 17⅞ 18⅛ 17⅛
8	59 bid	.....	60⅛	58	61¼	58¼	61¼	59⅛	25¾ 25⅞	26¾ 26 28 27¼ 18 bid 17¾ bid
9	56 bid	54 bid	58⅛	55¾	58⅛	56⅛	58⅛	56⅝	25¾ 25⅛	26⅛ 25¾ 27¼ 27 17¾ 17⅛ bid
10	57¾ nom	54 nom	55¾	54¾	56⅛	55	56⅞	55⅛	25¾	25⅞ 26⅞ 27⅛ 17¾ 17¼ bid
11	59 nom	53 nom	53¾	55⅛	53⅛	56⅛	54¾	55¼	25⅛ 25⅝	25¾ 26 26¾ 27 17⅞ ask 17¼
12	59½ nom	53 nom	54¾	55½	54⅞	55⅞	55⅝		25¾	26 25¾ 27 17⅝ bid 17¼ nom
13	58⅞ 59 n	52 nom	54⅜	54	54⅜	54	55	54⅝	25½ 25⅝	25¾ 25⅞ 26¾ 27 17⅜ bid 17⅜ bid
15	58¾ nom	52 nom	53⅞	53⅝	54⅞	53¾	54⅝	54½	25¾	25¾ 25⅞ 26⅞ 27 17¼ 17⅜ 17
16	59¾ nom	53¾ nom	54¼	55	54⅛	55¼	54⅞	56	25⅞	26⅛ 27¼ 27½ 17⅜ 17⅝ 17 17¼
17	60	54⅛ nom	55⅛	56⅛	55½	56⅝	56	56⅞	26⅛	26⅛ 26⅜ 27⅜ 27⅛ 17⅝ bid 17½ bid
18	59 nom	53½ nom	56¾	55⅛	56⅞	55⅛	57¼	56⅛	26	26½ 25¾ 27¾ 27⅛ 17½ bid 17 bid
19	59¼ nom	54 nom	54¾	5⅝b	54⅝	56	55¼	56⅛	25¾	25¾ 26 b 27⅛ 27¼ 17⅜ 17
20	59¼ 59½ n	54½ nom	55¾	56	55⅜	56⅜	56⅛	57	25¾	26⅛ 27⅛ 27¼ 17¼ 17
22	57¾ 58 n	53¾ 54	55⅛	54½	55⅝	54½	55⅞	55⅛	26	25⅞ 26 27¼ 17 16¾
23	58⅛ 58⅜ n	54⅛ 5.⅜ n	54⅜	54¾	54⅝	55½	55¼	55¾	25⅝ 25¾	25¾ 25⅞ 27 27¼ 16¾ 16⅜ bid 16⅜
24	57¾ nom	53¾ 54 n	54½	54¾	54¾	55½	55	55⅝	25⅝	25¾ 27⅛ 26¾ 16 16⅜
25	57½ 57⅝ n	53⅝	54¼	54⅞	54⅝	54¼	55	54¾	25⅜	25¼ 25½ 26½ 26¾ 15⅞ 15⅞
26	56½ 54	53 bid	54	53½	54⅜	53¾	54¾	54¼	25½	25¼ 25½ 26¾ 26⅝ 15¾ 16
27	55¾	52½ nom	53½	53	54¼	53⅛	54½	53⅞	25¼	25⅛ 25⅛ 26⅛ 26⅛ 15¾ nom 15⅞
29	53¼ nom	51⅞ nom	52⅛	51½	53⅜	52½	53⅝	52⅞	25	24⅞ 24⅜ 26 25½ 15¼ 15 15¾
30	53 53½	52¾ 53⅜	51⅝	53⅝	52⅝	54	53	54½	24⅝	24 24⅝ 25⅜ 26 15¼ 15⅛ 15¼ 15⅜

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Daily Range During JULY, 1896, on Cash No. 2 Wheat and No. 2 Corn, and Prices on Active Futures on Wheat, Corn and Oats.

1896	WHEAT.					CORN.			OATS.			
	No. 2 Red.	No 2 Hard.	JULY.	AUG.	SEPT.	No. 2	JULY.	SEPT.	JULY.	AUG.	SEPT.	MAY.
1	53¼ @ 53¾	52½@52¾ b	52¾ @ 53½	54½ @ 53¾	54⅞ @ 53¾	25	24¾ @ 24½	26 @ 25¾	15½	15⅜	15⅝	17⅞ bid
2	53¾ bid	53 53½ n	52⅞ 53½	53½ 54⅛	53⅞ 54¼	24⅝	24¾ bid	25¾ 26	15½ bid	15⅜	15¾ bid	18 nom
3	53¼	52	53 52¾	53⅞ 53¼	54⅛ 53¾	24½	24⅛	25¾ 25¼	15¼@15½	15½ nom	15½ nom	18 ask
6	52⅛	51½ bid	52	52⅝ 53	53⅛ 53⅛	24½	24¼ 24⅛	25⅛ 25¼	15¾	15¼ nom	15⅞	17⅞ ask
7	53⅛	53	52½	52⅞ 53⅛	53¼ 53¾	24⅜ @ 25	24⅝ 24¾	25¼ 25⅛	15½ bid	15⅞ nom	15⅝ bid	18 ask
8	53½	53¼ ask	53 53⅝	53½ 54½	54 54⅝	24⅝ 25 b	24¾	25⅛ 25⅛	15¾	16 bid	15⅝	17⅞
9	53½	53¼ ask	53¾	54⅜ 53¾	54¾ 54	24¾ 25 b	24¾	25 25⅛	15½ bid	15¾ bid	15¾	17¾ bid
10	53¼	53 ask	52⅞	54⅛ 53½	54 53¾	24⅝ bid	24¾ nom	25 25⅛	15½ bid	15⅜	15½ bid	17¾
11	53¼	52½ bid	53⅛ bid	53¼ 53⅞	53⅞ 54	24⅞ 25	25	25¼ 25½	16	16 bid	16⅛ bid	18¼ @ 18⅜
13	53¼	53 bid	53⅞ 53½	54½ 53¾	54⅝ 53⅝	25 25	25¼	26¼ 25½	16¾ bid	16¼ nom	16½@16¾	19⅞ 18⅞
14	54	53 bid	53⅛ 53½	53¼ 52¾	53½ 54⅝	25¼	25¼ bid	25½ 26¼	17	16¾	16⅞ 17	20
15	54⅜ 54½	54 bid	54⅛ 54¾	54⅛ 55	53⅛ 54¾	25½ bid	25⅞ bid	26⅛ 25⅝	17 bid	17 nom	17⅞	19⅞ 20
16	54⅞	53¾ bid	54 54¼	54¼ 54¾	54¾ 54¾	25 25¼	25¼ nom	25⅛ 25⅝	17⅝ bid	17 bid	17⅛ ¼ b	20¼ bid
17	55¾ 56¼	55 bid	56	55⅛ 56⅞	54⅞ 56¾	25¼	25½ nom	25⅛ 25⅞	18¼	17¾ bid	17¾ bid	20⅝ 21
18	56 56¼	55½ bid	56	56⅝ 55⅞	56⅞ 55⅞	25 nom	25⅛ ask	25⅝ 25⅛	18¼	17¾ nom	17¾	21⅛ 20⅞
20	55⅞ 56	55 bid	55⅞ 55¾	55⅛ 56⅝	55⅛ 55⅞	24 bid	24⅞ 24¼	24¾ 24¼	19	17¼ bid	17½ bid	20⅛ 20¼
21	56¾ 56⅞	55½	56⅛	56 57	55⅞ 56⅞	23½	23¾ bid	23⅞ 24⅛	19 bid	17¼ bid	17⅝ bid	20½ ask
22	56⅞ 56⅝	55½	56⅛ 56¼	56⅛ 56⅞	56¼ 56¾	23¼ 23⅝	23¾	23⅞ 24	18¾ 18½	17½ bid	17⅝ bid	20½ nom
23	57¾	56⅛	56⅛ 57¼	57¼ 59⅝	57 59	23¾	24	24	18⅛ bid	18⅛ bid	18 bid	21
24	58⅞	57 nom	58⅞ 58	60⅜ 58¾	59⅛ 58¼	24	23⅞ ask	24¼ 24	18¼ bid	18 bid	18⅛ bid	21½ nom
25	59	57¾	58⅜ ask	58⅞ 60	58⅝ 59¾	23⅛	23¼ bid	23½ 23⅝	18⅛ bid	17¾ bid	17¾ bid	21
27	58⅝	57¾	58¼ nom	58⅜ 59⅞	58⅝ 59⅝	22⅞	22⅝ 22¾	23⅜ 23	18¼ nom	18 nom	18	21 20⅛
28	58⅜	57⅛ 57	57¼	58⅞ 57⅞	58⅜ 57¾	22 bid	22 bid	23 22⅛	17⅜ bid	17⅞ bid	17¾ 17⅞	20⅛
29	57¾ 58	56¾	57⅝ nom	57¾ 58⅞	57⅝ 59⅛	22⅞	22¼	22½ 22⅜	18¾ ask	18¾	18 bid	20⅝ bid
30	58½	56⅛	57⅞	59⅛ 58¾	59¾ 58⅛	22⅛	22⅛ nom	22¾ 22⅝	18 bid	18 bid	17⅞ 18	20¾ 20⅛
31	58¾	57½ 56¼	57 bid	58¾ 60½	58⅝ 59¾	22⅜ 22½	22⅜ nom	22½ 22⅞	18⅛ bid	18 bid	18 bid	20⅝ bid

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1896.	WHEAT.					CORN.				OATS.		
	No. 2 Red.	No. 2 Hard.	AUG.	SEPT.	DEC.	No. 2.	SEPT.	DEC.	MAY.	AUG.	SEPT.	MAY
1	59½	56 bid	60½ @ 59¼	59¾ @ 57⅞	62⅛ @ 61⅛	22¼	22⅝ @ 22⅝	23⅛ bid	25½ bid	18 bid	18 bid	20⅜ bid
3	59	55½ @ 56½	59 60⅛	58¾ 59¾	60⅜ 61⅛	22¼ @ 21½	22⅛ 23	23⅜ bid	25⅜ @ 25½	18 bid	18⅛ bid	21 nom
4	59⅜ @ 59⅛	56 56½	59⅝ 60½	58⅞ 59¾	61 62¼	22½ 22⅝	22⅞ 23⅛	23⅝ bid	26 bid	20½ ask	18⅛ bid	21⅛ nom
5	59⅞ 60	56	60 60¼	59¾ 59¼	61⅞ 62⅞	22⅝ 22¾	23⅛ 23⅞	24	26 bid	20⅛ bid	19 bid	21 bid
6	59 59⅛	55½	59½ 60	59¼ 57⅜	61⅜ 60⅜	22¼	22⅞ 22⅜	23½	25¼ bid	20⅛ ask	19⅛@19⅜	21 @20⅜
7	58⅜ 58¾	53	58½ 59⅜	56¾ 57¾	60 61	21¾ 22	22 22⅜	23⅛	25⅛	19½ nom	18⅛	20½
8	58¾ 58⅞	52¾	58⅞ 59¼	57⅜ 58⅛	60⅞ 61½	21⅞ 22	22¼ 22⅞	23¼ @ 23⅜	25⅛ nom	19⅛ bid	18⅛ bid	20⅜ bid
10	58½	52 53¼	58⅞ 59	57⅜ 58⅛	60⅞ 61½	21¾	22¼ 21⅞	23	25¼	19⅜ ask	18	20 bid
11	58¾ 59	52 52⅛	59 59¼	57⅜ 58⅛	60¾ 61⅜	21½	21¾	22⅞ bid	24⅞ 25	19¾ bid	18 bid	19⅞
12	58¼ 58	51⅛	58½ 58¼	57⅜ 56	60⅝ 59½	21⅞	21¾ 21½	22¾ 22½	24¾ nom	19⅛ ask	16¾ bid	20 19⅜
13	58¼	51½	58¾	55⅜ 57	59⅛ 60⅜	21	20¾ 21¼	22¼	24¾ nom	19 ask	18 ask	19
14	60	51¾ 52	60½	56½ 57¾	59⅞ 61¼	21½	21¼ 21½	22½	24½ nom	18 bid	18 bid	19¾
15	60 60¼	51¾ 52	60½ 61	56⅝ 57⅞	60¾ 60½	21⅝	21¾ 21½	22½	24½ nom	19 ask	19 ask	19¾ bid
17	61 60½	50½	61	56½ 57¾	59¾ 60⅝	21	21¼	22 22⅞	24¾ ask	19⅛ ask	18 bid	20 bid
18	60½	51½	61	57⅝ 58¼	60⅝ 61½	21	21⅛ 21¼	22⅜	24⅛	19⅝ ask	18⅜ bid	20⅛
19	61 61⅛	51½ 52	61 bid	57¾ 58⅞	60⅞ 61⅜	21¼	21¼ 21⅛	22¼ 22⅞	24¾ nom	20	19 nom	20⅝ bid
20	61	51½ 52	61½	59⅜ 58⅜	62⅜ 61⅛	21¼	21⅜	22⅜ bid	24¾ bid	.....	19 nom	20⅛
21	61 61¼	51	61½ 62	58¾ 59¼	61¼ 61⅞	21¼	21⅜ 21½	22½ 22¼	24⅞	20	18¼ bid	20⅜ bid
22	61⅝ 63	51¾	63 66	59½ 61⅝	61⅞ 64¼	21	21⅛	22⅛ nom	24⅞ nom	20 nom	19 nom	20⅛ nom
24	63⅜ 64	53	65 64¾	61 62¼	63½ 65⅛	20⅞ 20¾	20⅞ 20⅝	22⅛ 22	24⅝	19	19 ask	20 bid
25	62⅞ 63	52	63	60 61⅛	63 64¼	19½ 19¾	19⅞ 19¾	21⅞ 21¼	24⅛ 24	18 nom	18 nom	20
26	62	52	62	60⅞ 59½	63⅜ 62⅛	19¼	19¾ 19½	21⅝ 21⅞	23⅝	18 nom	17 bid	19⅝
27	60⅛ 60⅝	51¼	61¼	59¾ 58⅜	63 61⅞	18⅛	19 18⅝	20½ 20⅜	23¼ 23	17¾ ask	17 17¼	19⅛
28	60¾ 61¼	52 52¼	61⅜ 61¼	59⅛ 60⅞	62½ 63⅜	18⅞	18¾ 19½	20⅜ 21	23½	17¾ ask	17⅛	19⅜
29	61¼ 61¾	52⅛	62	60⅛ 59	63⅛ 62¾	18¾	18⅞ 19	20⅞ 21	23⅛	17⅛ bid	17⅜ bid	19⅝
31	59¼ 59⅞	51½	61½ 61	58⅛ 59	62⅜ 62⅞	18½	18⅞ 18¼	21 20½	23½ 23¼	17⅛ nom	17⅜ ask	19⅛ bid

DAILY RANGE DURING SEPTEMBER, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DATE.	WHEAT.					CORN.				OATS.	
	No. 2 Red.	No. 2 Hard.	SEPT.	DEC.	MAY.	No. 2	SEPT.	DEC.	MAY.	SEPT.	MAY.
1	58½ @ 58¾	52	58¾ @ 58½	62⅝ @ 61⅜	.....	18¼ @ 18⅜	18⅛ @ 18¼	20⅝ @ 20⅛	23 @ 22¾	16¾ @ 16½	19¼ bid
2	57¾	51½	57¾	61¾	60¼	18⅛	18⅜	20	20¾ 22¾ 22⅞	16½ asked	19¼ nom
3	58	58½ 52	57⅞	60⅞	61¾	18⅛	18⅜ nom	20⅛ nom	22⅜ nom	16¾ bid	19⅜ bid
4	57¾	57⅝ 52	57¾ 58⅛	61⅝	60¾	18¼	18⅛ bid	20⅛ 19⅞	22⅛	16⅛ bid	19⅛ bid
5	57⅜	57½ 51⅛	57⅜ 57⅝	60⅞	60⅝	18	18 nom	19¾ 19⅞	22⅜ 22¼	16⅜ bid	19⅜
8	56¼	56⅛ 51½	56 59	59¼	60¼	18 17¾	17¾ nom	19	22	.....	19 bid
9	57⅛	57⅜ 52	57¾ nom	60¼	61	18	18 nom	19⅛	22⅛	17 bid	19¼ bid
10	58⅛	52⅛	59 ask	61	61⅜	18¼	18¼	19¼ 19⅜	22⅜	17½	19⅛ bid
11	59⅛	60 53¼	60⅜ nom	61	63⅛	19	19 nom	19⅛ 19¾	22⅝ bid	17½ bid	19¾ bid
12	61¼	54	61 nom	63	64	19⅛ nom	19 bid	20	22⅞	17⅛ nom	70 asked
14	61	61¼ 54	61 nom	63	63¾	19¼ 19⅜	19 bid	20 nom	22⅞ bid	17⅛	19¾
15	60¾	53⅛	60¼ nom	62¾	63⅜	19	19 nom	19⅜ 19⅜	22¾ nom	17 nom	19⅜ bid
16	62	62¼ 54¼	62 nom	63⅛	64⅝	19⅜	19⅛ bid	19⅝ 20	22⅝ 22¾	17 ask	19⅛ bid
17	62⅛	63 54⅛ @ 54¾	62⅝ 63	64⅜	65⅛	19⅛	19⅛ bid	19⅞	22¾ 23	17¼ ask	19⅝ bid
18	63⅛	62⅛ 55¼	62⅛ ask	64⅞	65⅞	19⅛	19⅛ nom	20¼ 20¾	22⅛	17 nom	19⅞ bid
19	62⅛	54⅛	62¾ 62⅛	65¾	65	19¼ 19¼	19¼	20⅜ 20⅛	22⅞ bid	16¾	19¾ bid
21	61⅛	62 54⅛ nom	61⅞ 62⅛	64⅜	65⅛	19¼ bid	19¼ ask	19¾ 20	22⅛ 22⅜	16¾ ask	19⅛ bid
22	63¼	63¾ 56	62⅜ bid	65⅞	66⅞	19⅛ asked	19⅛ ask	20 20¼	22¾	16¾ nom	19⅝ bid
23	63⅛	55 57	62¾ bid	66¼	67⅝	19¼ bid	19⅛ nom	20⅛ 20¼	22⅞	16⅝ nom	19⅝ bid
24	64⅛	64⅝ 57	64⅛ bid	67⅜	68¾ 71⅛ bid	19⅛	19⅛ nom	20¼ 20⅜	23¼ 23⅛	16¼ bid	19¾ 19⅞
25	64	65 57	66⅛ nom	67	69¾ 71⅛ @ ¾ n	19⅛ 20 b	19⅛ nom	20 20¼	23⅛ 23⅛	16⅛ nom	19⅛ bid
26	66¼	58 59 nom	66½ nom	70	68⅜ 71⅛ bid	20¼	20¼ ask	20⅛ 20⅝	23⅝	16⅜ nom	20
28	66¼	66⅛ 60 nom	66	68	70⅞ 72¼	20 bid	20½ ask	20⅛ 20¾	23¼	16¼	20
29	66¼	66⅛ 61	66¼ nom	69⅝	68⅞ 72¾ 73	20	20 nom	20⅞ 21	23⅛ 23⅝	16 bid	20 nom
30	67⅛	68¼ 61 nom	67¾ nom	69⅜	71⅛ 75	20½ 21	20⅛ nom	21	23⅝ 23¾	16¾	20 bid

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1896.	WHEAT.					CORN.				OATS.	
	No. 2, Red.	No, 2, Hard.	OCT.	DEC.	MAY.	No. 2.	OCT.	DEC.	MAY.	OCT.	MAY.
1	69 @ 68½	61½ @ 62½	68 nom	71¼ @ 72⅜	75¾ @ 76	21½	.....	21½ @ 22	24 @ 25	16	20¾ @ 21½
2	68 68½	63	68 nom	70½	71¾	74½ 74⅞	21⅛	.....	21½ 22	24½ 24⅝	16 bid 25⅝ bid
3	68 68½	62 nom	67¾ nom	71½	70	74¾ 74n	21 nom	20½ ask	21⅜ 21½	24¼ 24n	16 nom 20½
5	70	63¼	68 nom	69⅛	71⅛	74⅛ 74⅝b	21	21 nom	21⅛ 21¼	24 24¼	16 nom 20½ bid
6	70	63½ 64¼	69 bid	71½	72¼	75¼ 75⅜	21 21¼	21 nom	21⅛ 21⅝	24⅝ nom	16 nom 20⅝ nom
7	69¾ 70½	62½ nom	69¼ nom	71¾	70⅛	74¼	21¼	21 nom	21⅝ 21⅛	24½	16 nom 20¼ ask
9	70¼ 70½	63¼ nom	70½ nom	71⅜	72	76	21¼	21¼ nom	21⅝	24¼ 24½	16 nom 20¼ bid
10	71⅛	64 nom	70½ nom	71⅜	72⅞	76⅛	21½	21½ nom	21⅞ 22¼	24⅞ 25⅛	16 nom 20⅝ 21
12	70½	64	70½ nom	71⅝	72⅝	75⅞ 76¾	21¾	21¾ nom	22⅝ 22¾	25⅛ 25⅞	16 nom 20⅞ 21⅛
13	72	64⅛ 65n	71¾ nom	73	74	77¾ 78¼	23	23 ask	23¼ 23¾	26½ 26¾	16 nom 21¾
14	71	63½ 63¾n	71 nom	73⅞	72½	77⅝ 76⅞	22½	22½ nom	22½ 22¾	26⅛ 26⅝	16 nom 21¼
15	71⅛	64½	71¼ nom	72½	73⅝	77 77½	22	22 nom	22½ bid	25⅝ 26	16 nom 21¼ nom
16	73⅞ 74	66 66½	74 nom	74¾	75¼	78⅞ 79½	22½	22½ nom	22½ 23½	26¼ 26¾	16¾ nom 21⅞ 21⅞
17	77	68 nom	77 nom	76⅝	78⅞	83 84	23½	23½ nom	23⅛ 23¾	27 27¾	17 nom 22¼ 22½
19	80 80½	70 nom	79 nom	82½	79¾	88¼ 85¾	24¼	24¼ nom	25⅛ 24¼	29¼ 27½	17 nom 23 22⅛
20	77 77½	71 nom	80 nom	78⅛	81½	84 85¾	23½	23¼ nom	23⅞ 24½	26¾ 27¼	17 nom 22¼
21	78	70 nom	77 nom	80	77⅞	85 83½	22½ 22¾	22½ nom	23¼ 22¼	26¾ 26	17 nom 22½ 21¾
22	75⅞ 75	64 nom	75 nom	77	73	82½ 79½	21¾ 22	22 ask	22 22¼	25½ 26	16½ nom 21¾
23	74½	67½	75¼ nom	74½	76½	80 81	22¼	22¼	22⅞	26⅞ 26½	17 nom 22 bid
24	71½ 71⅞n	63½ nom	71½ nom	73¾	72	79½ 77¼	22½	22½ ask	22⅝ 22¾	26 26¼	17½ nom 22 22¼
26	72½ 73¼	64⅞	71 bid	72½	73⅞	78 79½	22¼	22¼	22¾	26½ 26½	17½ nom 22⅛ nom
27	71¾ 71⅛	62¼ nom	71⅛ nom	73⅜	71¾	78 76¾	22 22¼	22 nom	22⅞ 22½	26	17½ nom 21⅞
28	71½ 72¼	64¾ nom	72 nom	71¾	73⅞	77⅝ 79⅛	22½ 22¼	22¼ nom	22¼ 22¾	26½	17 nom 21¾
29	73 74bid	65⅛ nom	.....	76¼	74	81¼ 80	22⅛ 22¼	22¼ nom	22⅝ nom	26⅞	17 nom 22½ bid
30	74 75	66¼ 66⅛n	74 nom	74	76½	80⅞ 82	22½	22½ nom	22½ 22⅝	26½ 26½	16¾ nom 22½
31	74½ 75¼	66 nom	74 bid	75⅞	76⅝	81⅝ 82	22⅜ 22½	22½ nom	23	26⅝ 26¾	16¾ nom 22¼

DAILY RANGE DURING NOVEMBER, 1896, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1896.	WHEAT.				CORN.					OATS.
	No. 2 Red.	No. 2 Hard.	DEC.	MAY.	No. 2.	NOV.	DEC.	JAN.	MAY.	MAY.
2	76	68	76⅝ @ 78¾	83 @ 83¼	22¾ @ 23	22¾ nom	23⅛	24¼ nom	26¾ @ 26⅞	22½ @ 23⅜
4	79¾@80	71	79⅝	81⅛ 84¾	23	23 nom	23½ @ 23⅛	24¼ nom	26⅜ 27	22⅜ 22¾
5	78 78½ b	67⅛@68 n	77¾	79⅞ 83	22½	22⅛ nom	22¾ 23	23⅝ nom	26⅛ 26½	22¼ 22⅛
6	81½ 81⅝	72 nom	79⅛	84 84¾	22⅛	22½ nom	23 23¼	24 nom	26⅝ 26⅝	22⅞ nom
7	83 83¼ b	72 nom	82¼	84⅛ 87⅛	23 23½	23 nom	23⅛ nom	23⅞ nom	26⅜ 26⅞	21⅝
9	85¾	73 73⅛ n	83¼	85⅞ 88	23¼	23⅛ nom	23¾	24⅛ nom	26¾ 27⅛	23
10	86¾ 87	75¾	85	86⅞ 89¾	23¼	23¼ nom	23½ 23¾	23⅝	26¾ 27⅞	23⅛ 23¼
11	86½	76	86⅝	85 90⅛	23¼	23¼ nom	23⅝ 23⅛	23¾	27⅛ 26¾	23⅛
12	86	76¼	84⅞	87 88¾	23	23 nom	23⅛ 23¼	23¾ nom	26⅝ 26⅞	23 23½
13	88	76½ 77⅛	88⅛	85⅞ 91½	23 23½	23 nom	23¼ 23	23⅝ nom	27⅛ 26⅞	22⅞
14	86½ ask	81	87	85⅞ 89¾	22¾	22¾ nom	22¾ 22½	23 nom	26¾ 26	22⅞
16	85	75¾ nom	85⅞	84½ 89	22¼ 22⅜	22¼ nom	22⅛ 22¼	23 nom	25¾ 26	22⅞
17	85	74½ nom	85	83⅞ 88¼	21⅞ 22	21⅞ nom	22 21¾	22½ nom	25¾ 25½	22⅜ 22¾
18	86	76 nom	83½	85⅞ 86¾	21¾	21¾ nom	21¾	22⅛ nom	25⅛ 25½	22½ 22¾
19	86 86½	74½ nom	85½	86⅜ 89½	21½ 21⅝	21½ nom	21¾ 21½	22 nom	25⅜ 24⅝	22⅜ 22⅝
20	86 86¼ b	74 74½ n	85½	84¾ 88½	21¼ 21⅜	21¼ nom	21⅜ 21½	22 nom	24⅜ 24¾	22⅝ bid
21	85	74⅜ nom	84¼	85⅛ 86⅜	21⅛ 21⅛	21¼ nom	21¾ 22⅛	22¼ nom	24½ 24⅞	23 ask
23	87	75¼ nom	85¼	86⅞ 87½	22	22 nom	21⅞ 22¼	22¾ nom	24¾ 25	22¾ nom
24	88	76	86⅞	88¾ 89	22	22 nom	21⅞	22⅛ nom	24⅞ 25	22¾ bid
25	90	79	89	89¾ 90½	22	22 nom	22	22⅜ nom	25 25⅛	22⅞ bid
27	90½	80	90	90¾ 92⅞	22¼	22¼	22 22½	22½ nom	25 25¼	23 bid
28	91	81	91⅞	90½ 94	22½ 22¼	22½ nom	22	22¾ nom	25¼ 24¾	22⅞ nom
30	91 bid	81½ nom	90⅝	91⅝ 92⅞	21⅛ 21¾	21½ nom	21¾ 21½	.....	24⅞ 24½	22⅞

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1896	WHEAT.					CORN.				OATS.
	No. 2 Red.	No. 2 Hard.	DEC.	MAY.	JULY.	No. 2.	DEC.	JAN.	MAY.	MAY.
1	91 @ 92	81 nom	90⅞ @ 91	92⅞ @ 93⅜	78 ask	21½	21½ @ 21⅝	.....	24½ @ 24⅝	22¾ bid
2	90½ 91 b	79½ nom	92¼ 91	94 91¾	74 bid	21 @ 21⅛	21 bid	21¼	24¼ 23⅞	22½
3	90 92	81	89⅜ 92⅛	90¾ 90⅛	77½ nom	21	21	21⅛ nom	23¾ 24⅛	22¾
4	90¾	81⅜	90½ 89¾	92¼ 90¼	76½	21	20⅞ 20¾	21 nom	24 23⅝	22¾
5	90¾ 91¼	80 81 n	89⅝ 91 n	90⅜ 92	75 ask	21	20¾ nom	20¾ bid	23½ 23⅜	22⅝
7	90	77½ 80 n	89⅜ bid	89½ 90⅜	73 bid	21½ 21¼	21¼ ask	21⅛ nom	23⅛ 23⅝	22½
8	89½ 90	78 bid	89¾ bid	89⅜ 90⅝	72¾ bid	21⅛	21 bid	21 bid	23½ 23⅝	22 @ 22¼
9	89½ ¾ b	78	89⅜ 88¼	89⅞ 88½	73	21⅛	21⅛	21¼ ask	23⅝	22
10	89 bid	77 bid	89 87⅞ n	89¼ 87¾	72 bid	21¼	21⅛ bid	21¼ ask	23⅝ 23¼	22 21⅝
11	89 bid	77¾ nom	89 nom	88 89⅞	72⅜	21	21 nom	21	23¼ 23⅛	21¾
12	89¾ 90 b	77¾ nom	90 nom	89½ 90⅛	72¾ nom	21¼	21 bid	21⅛ ask	23⅝ 23½	21½ bid
14	91½ p t.	80⅛ nom	90⅜	89½ 91¾	73⅛ bid	21 21¼	21 bid	21	23½ 23⅝	21⅝ nom
15	91¼	81 nom	92	91⅞ 90½	74 72⅝ b	21 21¼	21	21	23¼ 23½	21½
16	91¼	80	91 89⅜ n	90¾ 89⅛	74 n·m	21¼	20¾	20⅛ bid	22⅞ 23¼	21⅛ 21¼
17	90 91 n	80 nom	90¼ nom	88¾ 90⅛	7 ⅝ bid	20⅞ 21	20½ nom	20⅛ nom	22¾ 22⅞	20 20⅞
18	90⅜ 90½	80 nom	90⅜ 90¼	90⅛ 89⅞	73½ bid	20¾	20½ nom	20½ nom	22¾ 22¼	20⅞ nom
19	90¼ nom	79⅛ nom	90⅜ nom	89⅜ 90	73⅛ bid	20½	20 bid	20 bid	22⅛ 22¼	20¾ ask
21	89½ bid	80 ask	90⅛ nom	88¾ 89¾	73⅞ 74	20¼ bid	20¼ nom	20¼ nom	22¼ 22⅝	20½ 20¼
22	90 ½ n	78½	90¼	89¼ 90	74	20	19	20 nom	22¼ 22½	20¼ bid
23	91 91½	79¼ ½ n	91¾ nom	90⅜ 90⅞	74⅜ nom	20¼	19⅞ bid	20 nom	22⅛ 22⅛	20¼ 20½
24	91 91¾	79⅛ 79¾	91⅜ 91½	90¼ 90⅞	75 nom	20 20¼	20 ask	19¾ ask	22¼ 22⅛	20⅜
28	91¾ 92 n	79¾ nom	91¾ 92 n	91 91½	75¾	20¼	20 ask	20⅛ ask	22⅞ 22⅝	20½
29	92 93⅜ b	81 ask	93⅞ nom	91½ 92⅞	78 bid	20⅞ 20¼	20¼ ask	20½ ask	22⅝ 23	20⅜
30	91¾ ask	79¾	93	93⅜ 90¾	79⅞ 77⅞	19⅞ 20⅛	19⅞ nom	20 ask	22½ 23	20½ 20
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR R
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARRE

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cen Crop at St
1887.....	1,006,443	13,221,688	17,750,681	457,218,000	
1888.....	984,021	13,416,972	17,845,067	456,329,000	
1889.....	921,366	12,960,809	17,106,956	414,868,000	
1890.....	1,340,317	15,205,124	21,236,550	490,560,000	
1891.....	1,227,546	12,312,260	17,836,217	399,262,000	
1892.....	1,431,990	26,998,228	33,442,183	611,780,000	
1893.....	1,397,408	26,013,638	32,301,974	515,949,000	
1894.....	1,143,435	12,663,604	17,809,061	396,131,725	
1895.....	1,119,393	10,126,318	15,163,587	460,267,416	
1896.....	1,119,681	12,386,755	17,425,319	467,102,947	

DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED S
FOR THE CALENDAR YEAR 1896,

As Reported by WORTHINGTON C. FORD, Chief of Bureau of Statist
Washington, D. C.

Customs Districts.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Rye Flour, bbls.	Whe bus
Baltimore...	64,352	26,382,182	16,976	6,919,518	8,385,021	1,028,745	34	6,589
Boston.....	163,782	5,893,209	24,153	1,919,677	12,944,040	166,264	.....	9,838
Newport News...	1,500	10,376,625	68,244	3,750,054	1,241,877	.....	.....	17
New York...	7,997,070	19,100,058	166,022	15,880,250	15,773,902	3,568,860	2,225	18,476
Norfolk.....	.....	12,891,285	4,850	74,102	.....	.....	.....	.....
Philadelphia	.....	8,829,376	3,723	438,824	2,241,700	.....	.....	4,863
Portland.....	8,400	565,836	233	470	.....	.....	.....	73
Corpus Christi...	.....	1,854,595	98	2,547	20,324	.....	.....	.....
Galveston ...	.....	6,222,280	.....	.....	.....	.....	.....	3,428
Mobile	.....	2.345,850	10	2,400	295	.....	.....	414
New Orleans.	.....	25,292,502	779	262,143	345	17,700	3	3,853
Paso del Norte...	24	1,862,447	2	21,402	19,193	.....	.....	
Pensacola ...	.....	512,876	.....	.....	2,000	.....	.....	89
Saluria.....	59	450,876	292	3,248	2,377	.....	.....	.....
Puget Sound.	11,233	14,752	533	99,191	10,921	1,386	38	3,535
San Diego...	272,467	338	3	90	4,590	10	1	
San Francisco...	8,007,300	50,168	.....	100,805	.....	272,484	.....	20,210
Williamette.	31,384	.....	274	29,275	.....	.....	.....	7,184
Chicago	.....	5,277,050	.....	575,668	.....	42,000	.....	549
Detroit.....	.....	759,348	10,156	85,758	36,750	190,906	25	28
Duluth.....	.....	.....	.....	8,714	.....	.....	.....	2,183
Huron	.....	354,600	3,194	30,000	.....	.....	.....	.....
Miami.....	.....	493,498	.....	.....	.....	18,000	.....	.....
Oswegatchie.	.....	1,954,399	.....	117,846	.....	17,494	.....	666
Superior.....	.....	9,425	25	59,651	.....	50	8	1,645
Other Districts...	110,918	466,955	1,462	135,795	133,162	.....	306	95
Total.....	16,668,489	131,960,530	301,029	30,517,428	40,816,497	5,323,899	2,640	83,755

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RECEIPTS OF WHEAT AT ST. LOUIS.

AR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL. TWO MONTHS. BUSH.
.....	3,093,790	2,265,192	5,358,982
.....	2,353,692	1,902,350	4,256,042
.....	2,331,038	3,348,303	5,679,341
.....	2,486,228	2,207,104	4,693,332
.....	6,610,977	3,276,424	9,887,401
.....	5,194,505	3,627,926	8,822,431
.....	2,169,492	2,476,360	4,645,852
.....	3.080,892	2,330,065	5,410,957
.....	4,021,192	2,111,395	6,132,587
.....	3.094,627	4,419,464	7,514,091
.....	2,723,037	4,476,270	7,199,307
.....	2,167,175	984,858	3,152,033
.....	3,463,522	1,976,134	5,439,656
.....	3,290,267	1,299,443	4,589,710
.....	3,737,030	4,022,118	7,759,148
.....	1,828,189	1,602,423	3,430,612
.....	3,372,201	4,076,131	7,448,332
.....	2,978,825	2,900,949	5,879,774
.....	2,205,441	1,746,245	3,951,686
.....	1,267,167	1,063,223	3,330,390
.....	1,068,285	796,285	1,864,570

RECEIPTS OF WHEAT BY CROP YEARS.

	Bushels.		Bushels.
e 30, 1885	17,547,567	Year ending June 30, 1892	26,998,228
" 1886	8,400,191	" " " 1893	26,013,638
" 1887	13,221,688	" " " 1894	12,663,604
" 1889	12,960,809	" " " 1895	10,126,318
" 1890	15,205,124	" " " 1996	12,386,755
" 1891	12,312,260		

URES—HIGHEST AND LOWEST ST. LOUIS PRICES IN 1896.

WHEAT.

	Highest.		Lowest.	
.....	79⅜	Dec. 30.	*51⅜	June 30
.....	66	Aug. 22.	52⅛	June 29.
.....	67⅜ n	Sept. 30.	*52⅞	June 29.
.....	93	Dec. 30.	59⅜	Aug. 13
.....	94¼	Nov. 29.	*53¼	May 29.

ked with a star (*) were Hard Winter futures, hence ranged 8 @ 10c

oint on the 1896.97 May future was 71½c Sept. 25.

CORN.

	Highest.		Lowest.	
.....	29¼	Feb. 3.	22¼	July 30
.....	23⅜	July 22.	18⅛	Aug. 31
.....	29¾	April 20.	17¾	Sept. 8
.....	27	July 17.	19	Sept. 8.
.....	29¾	Oct. 19.	22	Sept. 8.
.....	23¼	Nov. 10.	17	April 30.

LIEST NEW CROP GRAIN RECEIPTS DURING 1896.

irst arrival this year was from Charleston, Mo., on June 6th, a cockled red winter grain, in its condition unfit for milling, which ushel; on the 12th a car from the same place grading No. 3 red sold hel. The first arrival in 1895 was on June 8, from Coffeyville, Kas. rrival in 1896 (car No. 2 mixed) was sold October 12 at 22½c on track. 1895 was car No. 2 mixed on October 7, which sold at 29c. OATS.— 1896 was on July 14, a poor car (No. 4) which sold at 14c in elevator. 1895 was on July 15, a car no-grade selling at 16c East track. RYE.— 1896 (several cars) were on July 3, which sold subsequently at 29 @ ck and at 28c in C elevator. First arrivals in 1895 were on July 3, 60c.

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CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED

Millers.	Name of Mill.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.
Engelke & Feiner	Southern	2,000	157,305	55,839
Flanagan & Co	Pearl Hominy	1,500	70,000	124,000
National Cereal Co.	Amazon	700	32,350	29,850
H. B. Eggers & Co	Meramec	.....	..	.....
Total 1896			259,655	109,689
Total 1895			365,771	196,578
Total 1894			436,756	204,859
Total 1893			389,660	124,578
Total 1892			411,179	122,557
Total 1891			555,747	150,144
Total 1890			600,730	164,559
Total 1889			580,952	131,375
Total 1888			446,404	84,216
Total 1887			497,989	64,978
Total 1886			415,420	70,869

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GR

Year.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Sh Hom
1885	10,536	529,459	
1886	5,921	466,791	
1887	3,506	494,125	
1888	11,890	372,874	
1889	11,185	503,717	
1890	26,275	529,516	
1891	45,914	488,562	
1892	95,233	378,299	
1893	96,366	306,837	
1894	125,035	396,063	
1895	86,260	236,499	
1896	78,495	216,706	

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 189

January	1.25@	1.45	July	
February	1.30	1.45	August	
March	1.35	1.40	September	
April	1.35	1.45	October	
May	1.35	1.50	November	
June	1.45	1.50	December	

OAT MEAL, MANUFACTURED.

Stobie Cereal Mills,	1890
" " "	1891
" " "	1892
" " "	1893
" " "	1894
" " "	1895
" " "	1896

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MILLSTUFFS.

EIPTS AND SHIPMENTS OF BRAN AND SHIP STUFFS FOR TWENTY-THREE YEARS.

	Receipts.		Year.	Shipments.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
.....	537,933	472	1896	651,309	446
.....	434,863	267	1895	1,000,575	342
.....	390,111	480	1894	707,787	850
.....	373,842	633	1893	762,483	1,011
.....	383,152	842	1892	743,093	765
.....	220,663	941	1891	746,646	903
....	149,432	905	1890	866,521	736
.....	145,010	940	1889	891,539	820
.....	171,145	560	1888	814,474	558
.....	102,548	302	1887	622,650	226
.....	110,763	366	1886	767,856	335
.....	175,662	847	1885	880,395	908
.....	198,700	857	1884	800,881	1,699
.....	232,665	1,032	1883	711,571	1,361
.....	244,814	1,121	1882	686,498	1,934
.....	143,753	644	1881	560,115	1,228
.....	123,374	447	1880	602,103	1,936
.....	118,605	463	1879	539,443	1,185
.....	148,844	336	1878	499,481	1,058
.....	220,564	....	1877	680,565	.....
.....	179,990	....	1876	561,458	.....
.....	207,219	....	1875	578,062	.....
.....	194,345	....	1874	558,696	.....
.....	82,773	....	1873	471,447	.....

AND LOWEST MONTHLY PRICES OF BRAN AND SHIPSTUFFS (CITY PRODUCT) FOR 1896.

s.	Bran, per 100 lbs.			Shipstuffs, per 100 lbs.
	Sacked at Mill.	Sacked and Delivered.	Bulk, Delivered.	
	Cts.	Cts.	Cts.	Cts.
.....	42 @ 45	43 @ 46	40 @ 42	45 @ 50
.....	43 45	45 50	41 45	48 54
.....	42 45	43 47	41 44	46 53
.....	44 47	45 48	43 45	48 50
.....	37 42	38 45	34 39	45 48
.....	36 41	38 43	34 37	44 47
.....	31 37	32 37	28 31	34 37
.....	27 32	30 33	26 28	34 37
.....	30 32	31 33	26 29	35 36
.....	35 42	36 45	26 30	40 45
.....	38 41	40 45	29 34	40 47
.....	35 40	37 42	27 31	41 46

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GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS DURING THE YEAR 1896.

1896.	WINTER WHEAT.						SPRING WHEAT.								Medit. Wheat.		Hard Winter.						
	Red.										Soft.		Mixed.										
CARS BY RAIL.	1	2	3	No. 4 Wint.	Rejected.	No Grade.	2	3	Rejected.	No Grade.	2	3	2	3	2	3	2	3	4	Weevily.	Lime.	Screenings.	Total Cars.
January	..	247	173	50	35	2	251	67	1	1	....	....	....	....	....	1	32	35	17	.....	.....	.....	912
February	..	182	133	27	26	1	53	16	..	..	....	....	....	....	....	....	22	21	4	.....	.....	1	486
March	..	201	95	27	23	1	110	9	3	..	....	....	....	....	....	....	25	28	1	.....	.....	2	525
April	..	150	95	41	36	3	48	4	7	..	....	....	....	....	....	....	8	12	1	.....	.....	1	406
May	..	116	63	26	37	9	54	....	..	..	....	....	....	....	....	....	69	.....	1	.....	.....	.....	375
June	..	114	104	45	32	9	6	4	..	..	....	....	1	....	....	....	73	36	15	.....	.....	.....	439
July	..	822	542	167	44	24	54	1	..	..	....	....	16	....	....	....	260	51	12	1	.....	.....	1,994
August	..	1,259	776	354	338	168	5	9	2	..	....	....	11	28	....	....	594	333	73	17	.....	.....	3,962
September	..	461	585	236	161	36	4	44	4	..	....	....	4	7	....	....	393	232	41	22	.....	.....	2,230
October	..	538	317	139	139	28	9	97	7	..	....	....	11	10	....	....	76	136	30	7	.....	2	1,546
November	..	134	202	76	56	15	11	34	48	..	....	....	2	....	....	....	52	54	7	.....	.....	.....	691
December	..	136	192	56	64	8	41	76	..	..	....	....	4	....	....	....	28	17	.....	.....	.....	.....	643
Totals	..	4,360	3,297	1,244	991	304	646	362	72	1	....	....	49	40	....	1	1,632	955	202	47	.....	6	14,209

SACK WHEAT INSPECTED.

	Sacks.		Sacks.
No. 2 Wheat	274,699	Rejected	44,269
No. 3 Wheat	162,000	No Grade	1,000
No. 4 Wint.	50,000		

1896 CARS.	CORN. St Chas. White. 2	3	White. 2	3	4	Yellow. 2	3	Corn. 2	3	4	No Grade	Total Cars.	OATS. White. 2	3	4	Oats. 2	3	4	No. 2 Northern.	No Grade	Color. 2	3	Total Cars.	Barley. Total Cars.	RYE. 1	2	3	4	No Grade	Total Cars.
January ..	....	....	84	10	....	2	2	1,364	25	....	...	1,487	91	158	12	84	135	22	29	1	15	....	547	3	..	6	2	...	..	8
February..	....	...	160	7	14	13	....	1,702	55	9	...	1,960	115	77	4	105	81	23	26	1	9	....	441	1	..	5	3	...	1	9
March.....	....	....	119	5	....	4	....	1,747	93	7	1	1,926	104	114	21	110	88	46	37	4	....	....	524	....	..	15	1	...	..	16
April.....	....	....	92	5	....	2	....	899	50	4	1	1,053	98	85	17	59	85	30	24	1	7	....	406	....	..	4	1	...	..	5
May	....	....	78	6	1	11	....	649	74	12	5	836	83	148	9	40	28	10	46	....	20	....	384	....	..	7	5	1	..	13
June... ...	....	....	39	15	1	2	....	477	164	57	29	784	137	236	31	102	82	23	70	1	23	....	765	....	..	5	4	...	2	11
July.....	...	....	170	61	10	15	....	1,305	109	8	18	1,696	136	114	11	73	43	8	25	7	10	....	427	....	..	15	6	..	1	22
August....	....	....	344	62	5	9	....	3,693	318	41	66	4,538	97	139	83	150	57	103	22	52	7	....	710	1	..	21	13	2	..	36
September	....	....	199	10	5	16	....	976	91	2	5	1,304	92	295	233	245	35	33	26	9	15	....	983	....	..	10	6	2	..	18
October...	....	....	572	50	5	257	6	1,848	146	16	...	2,950	120	371	497	43	51	80	19	57	13	....	1,251	12	..	29	27	...	..	56
November	....	....	178	39	3	50	1	1,474	365	78	3	2,191	50	184	279	42	27	35	9	16	6	....	648	20	..	49	19	3	..	71
December.	....	....	167	103	12	29	1	2,054	1,411	153	4	3,934	36	321	438	107	60	39	27	10	5	....	1,043	2	..	9	4	2	1	16
Totals.	....	....	2,202	373	56	410	10	18,188	2,901	387	132	24,659	1,219	2,242	1635	1,160	772	452	360	159	130	....	8,129	39	..	175	91	10	5	281

SACK CORN INSPECTED.

No. 2	19,965
No. 2 White	24,126
Total Sacks	44,091

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GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS DURING THE YEAR 1896.

1896.	WINTER WHEAT.						SPRING WHEAT.								Medit. Wheat.		Hard Winter.						
	Red.										Soft.		Mixed.										
CARS BY RAIL.	1	2	3	No. 4 Wint.	Rejected.	No Grade.	2	3	Rejected.	No Grade.	2	3	2	3	2	3	2	3	4	Weevily.	Lime.	Screenings.	Total Cars.
January	..	247	173	50	35	2	251	67	1	1	....	....	....	....	...	1	32	35	17	.....	.....	.....	912
February	..	182	133	27	26	1	53	16	..	..	....	....	....	....	....	....	22	21	4	.....	.....	1	486
March	..	201	95	27	23	1	110	9	3	..	....	....	....	....	....	....	25	28	1	.....	.....	2	525
April	..	150	95	41	36	3	48	4	7	..	....	....	....	....	....	....	8	12	1	.....	.....	1	406
May	..	116	63	26	37	9	54	....	..	..	....	....	....	....	....	....	69	.....	1	.....	.....	.....	375
June	..	114	104	45	32	9	6	4	..	..	....	....	1	....	....	...	73	36	15	.....	.....	.....	439
July	..	822	542	167	44	24	54	1	..	..	....	....	16	....	....	....	260	51	12	1	.....	.....	1,904
August	..	1,259	776	354	338	168	5	9	2	..	....	....	11	23	....	....	594	333	73	17	.....	.....	3,962
September	..	461	585	236	161	36	4	44	4	..	....	....	4	7	....	....	393	232	41	22	.....	.....	2,230
October	..	538	317	139	139	28	9	97	7	..	....	....	11	10	....	....	76	136	30	7	... ..	2	1,546
November	..	134	202	76	56	15	11	34	48	..	....	....	2	....	....	....	52	54	7	.....	.....	.....	691
December	..	136	192	56	64	8	41	76	..	..	....	....	4	...	....	....	28	17	.....	.....	.....	.....	643
Totals	..	4,360	3,297	1,244	991	304	646	362	72	1	....	....	49	40	....	1	1,632	955	202	47	.....	6	14,209

SACK WHEAT INSPECTED.

	Sacks.		Sacks.
No. 2 Wheat	274,629	Rejected	44,269
No. 3 "	161,665	No Grade	7,026
No. 4 "	[illegible]		

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1896 CARS.	CORN. St Chas. White. 2	3	White. 2	3	4	Yellow. 2	3	Corn. 2	3	4	No Grade	Total Cars.	OATS. White. 2	3	4	Oats. 2	3	4	No. 2 Northern.	No Grade	Color. 2	3	Total Cars.	Barley. Total Cars.	RYE. 1	2	3	4	No Grade	Total Cars.
January	....	....	84	10	....	2	2	1,364	25	....	...	1,487	91	158	12	84	135	22	29	1	15	....	547	3	..	6	2	...	..	8
February	....	...	160	7	14	13	....	1,702	55	9	...	1,960	115	77	4	105	81	23	26	1	9	....	441	1	..	5	3	...	1	9
March	....	....	119	5	....	4	....	1,747	93	7	1	1,926	104	114	21	110	88	46	37	4	....	....	524	....	..	15	1	...	..	16
April	....	....	92	5	....	2	....	899	50	4	1	1,053	98	85	17	59	85	30	24	1	7	....	406	....	..	4	1	...	..	5
May	....	....	78	6	1	11	....	649	74	12	5	836	88	148	9	40	28	10	46	....	20	....	384	....	..	7	5	1	..	13
June	....	....	39	15	1	2	....	477	164	57	29	784	197	236	31	102	82	23	70	1	23	....	765	....	..	5	4	...	2	11
July	...	....	170	61	10	15	....	1,305	109	8	18	1,696	136	114	11	73	43	8	25	7	10	....	427	....	..	15	6	..	1	22
August	....	....	344	62	5	9	....	3,693	318	41	66	4,538	97	139	83	150	57	103	22	52	7	....	710	1	..	21	13	2	..	36
September	....	....	199	10	5	16	....	976	91	2	5	1,304	92	295	235	245	35	33	26	9	15	....	988	....	..	10	6	2	..	18
October	....	....	572	50	5	257	6	1,848	146	16	...	2,950	120	371	497	43	51	80	19	57	13	....	1,251	12	..	29	27	...	..	56
November	....	....	178	39	3	50	1	1,474	365	78	3	2,191	50	184	279	42	27	35	9	16	6	....	648	20	..	49	19	3	..	71
December	....	....	167	103	12	29	1	2,054	1,411	153	4	3,934	36	321	438	107	60	39	27	10	5	....	1,043	2	..	9	4	2	1	16
Totals	....	....	2,202	373	56	410	10	18,188	2,901	387	132	24,659	1,219	2,242	1635	1,160	772	452	360	159	130	....	8,129	39	..	175	91	10	5	281

SACK CORN INSPECTED.

No. 2	19,965
No. 2 White	24,126
Total Sacks	44,091

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STOCK OF WHEAT IN STORE AT ST. LOUIS AND EA
CLOSE OF EA

Saturday Evening.	No. 1 Red Winter.	No. 2 Red Winter	No. 3 Red Winter.	No. 4 Red Winter.	Rejected Winter.	No Grade Winter.	No. 2 Hard Winter.	No. 3 Hard Winter.	No. 4 Hard Winter.	No. 2 Spring.	
Jan. 4	....	65,854	63,141	9,762	18,398	18,328	1,019,653	31,074	10,570	144,107	40
" 11	....	47,178	59,752	3,858	16,652	17,790	990,102	31,074	7,645	191,746	41
" 18	....	97,044	57,790	3,043	13,522	14,625	991,609	42,684	27,285	195,717	47
" 25	....	96,213	58,248	2,047	9,715	15,331	971,609	39,048	18,665	196,067	45
Feb. 1	....	87,736	52,974	2,005	10,865	16,901	956,105	32,806	14,521	194,770	40
" 8	....	60,782	57,213	2,664	7,444	16,372	921,632	35,990	7,535	183,329	32
" 15	....	60,782	45,835	2,338	5,521	15,772	927,580	35,990	7,535	182,889	18
" 22	....	28,112	23,507	1,729	3,257	15,772	925,072	30,991	7,535	180,148	13
" 29	....	29,925	15,640	3,459	2,358	13,825	908,778	27,849	5,004	174,467	13
Mar. 7	....	32,877	5,129	3,729	5,550	13,705	917,379	34,164	4,276	178,626	13
" 14	....	39,604	4,396	4,717	2,328	14,587	918,833	32,765	3,605	185,579	15
" 21	....	37,113	5,807	3,693	530	10,416	907,859	31,787	3,605	180,429	13
" 28	....	37,113	4,918	3,693	2,583	14,107	907,859	50,174	2,782	146,633	13
April 4	....	35,613	4,921	5,059	3,560	14,107	906,859	50,174	2,782	145,424	12
" 11	....	33,892	4,241	5,689	3,565	14,757	906,859	49,138	2,782	145,528	13
" 18	....	31,263	3,776	3,333	3,104	14,757	906,858	48,155	2,782	110,375	11
" 25	....	31,263	10,427	3,406	4,010	14,757	906,858	43,585	3,298	21,632	11
May 2	....	21,734	4,175	3,406	4,015	16,207	917,187	43,585	3,298	16,942	10
" 9	....	19,412	3,386	5,411	4,552	14,087	770,563	37,591	2,606	12,861	8
" 16	....	21,886	2,923	5,420	3,508	13,086	589,616	37,681	2,175	12,402	7
" 23	....	21,886	2,923	5,020	3,045	13,037	588,962	37,591	2,175	16,888	7
" 30	....	21,886	2,923	10,434	5,231	5,264	490,776	37,591	2,175	16,889	7
June 6	....	18,749	701	7,320	12,655	872	341,316	31,280	6,410	8,348	3
" 13	....	14,780	2,418	8,321	1,452	9,239	330,504	31,280	6,410	13,422	6
" 20	....	14,781	1,693	5,067	9,819	1,615	289,486	31,280	7,184	10,647	3
" 27	....	8,787	7,023	6,736	3,843	9,387	290,314	32,543	7,050	8,448	4
July 4	....	19,095	20,609	14,244	17,665	1,044	318,536	26,757	7,152	.....	3
" 11	....	90,482	37,346	15,498	1,630	8,816	258,622	26,757	7,152	.....	3
" 18	....	227,568	63,240	25,706	4,314	8,817	271,129	27,278	2,797	4,235	3
" 25	....	400,827	141,753	30,369	12,033	9,040	298,435	34,455	6,392	.....	3
Aug. 1	....	620,649	216,114	47,404	21,531	10,437	364,982	54,070	8,771	.....	3
" 8	....	784,814	299,581	84,825	55,161	17,067	381,697	78,297	15,827	524	3
" 15	....	906,642	333,524	107,125	78,480	33,345	438,037	115,359	21,439	524	4
" 22	....	1,151,941	367,528	119,150	113,533	34,773	437,085	173,679	42,770	973	6
" 29	....	1,580,411	418,729	122,461	122,795	32,986	391,074	175,461	80,421	2,696	3
Sept. 5	....	1,750,949	447,043	132,377	131,135	30,082	458,696	131,960	37,620	2,127	4
" 12	....	1,783,691	464,066	193,630	138,728	30,765	478,745	146,076	30,193	12,722	9
" 19	....	1,850,304	431,890	144,839	141,356	30,761	500,916	169,821	43,161	2,127	12
" 26	....	1,867,351	441,424	146,277	147,124	30,761	516,682	165,012	46,226	2,624	12
Oct. 3	....	1,870,177	436,691	142,427	148,830	30,031	502,404	154,253	48,057	2,624	14
" 10	....	1,875,307	439,760	140,259	150,937	30,866	508,500	164,826	52,637	3,860	21
" 17	....	1,843,805	425,785	144,301	152,177	30,866	403,362	184,702	54,619	2,680	17
" 24	....	1,831,028	376,563	131,801	142,175	30,866	471,343	153,325	54,186	3,450	18
" 31	....	1,882,340	301,886	117,151	135,953	31,521	436,542	148,583	51,885	9,295	25
Nov. 7	....	1,890,506	291,298	113,599	135,312	32,026	414,923	154,224	33,196	7,292	28
" 14	....	1,859,643	227,420	99,268	131,458	32,270	396,507	115,628	33,833	7,889	28
" 21	....	1,805,460	179,994	80,639	94,114	28,852	395,535	111,761	32,298	7,146	29
" 28	....	1,769,180	174,543	77,244	86,995	28,417	376,754	97,246	26,134	3,847	29
Dec. 5	....	1,586,641	170,589	74,665	82,908	26,735	340,271	76,144	17,368	4,372	30
" 12	....	1,489,678	170,318	79,191	75,408	27,881	285,601	60,823	15,880	5,195	30
" 19	....	1,465,935	176,251	61,652	48,603	26,435	246,502	35,397	15,262	29,184	34
" 26	....	1,434,112	174,645	57,775	46,251	27,165	237,753	45,363	14,548	27,849	31

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IN PUBLIC ELEVATORS, BY GRADES, AT THE URING 1896.

No. 3 Mixed.	Weevily.	Screenings.	Special.	Rejected Hard Winter.	Wheat & Corn Mxd.	No Grade Hard.	Rejected Mixed.	Wheat and Oats.	Wheat and Rye.	No. 3 White	Unfit to Grade.	Total Wheat.
....	142	....	....	....	....	....	....	....	....	....	....	1,424,172
....	142	....	....	....	....	....	....	....	....	....	....	1,409,551
....	142	....	....	....	....	....	....	....	....	....	....	1,493,496
....	142	....	....	....	....	....	....	....	....	....	....	1,454,443
....	142	....	....	....	....	....	....	....	....	....	....	1,410,296
....	142	593	....	....	....	....	....	....	....	....	....	1,328,057
....	142	593	....	....	....	....	....	....	....	....	....	1,303,739
....	142	593	....	....	....	....	....	....	....	....	....	1,230,620
....	142	593	....	....	....	....	....	....	....	....	....	1,195,796
....	142	1,120	....	....	....	....	....	....	....	....	....	1,210,459
....	142	1,120	....	....	....	....	....	....	....	....	....	1,220,878
....	142	593	....	....	....	....	....	....	....	....	....	1,200,176
....	142	593	....	....	....	....	....	....	....	....	....	1,183,799
....	142	593	....	....	....	....	....	....	....	....	....	1,182,286
....	142	593	....	....	....	....	....	....	....	....	....	1,180,673
....	142	593	....	....	....	....	....	....	....	....	....	1,136,792
....	142	....	....	....	....	....	....	....	....	....	....	1,051,032
....	142	....	....	....	....	....	....	....	....	....	....	1,040,845
....	....	....	....	....	....	....	....	....	....	....	....	377,979
....	....	....	....	....	....	....	....	....	....	....	....	696,950
....	....	....	....	....	....	....	....	....	....	....	....	698,870
....	....	....	....	....	....	....	....	....	....	....	....	602,717
....	....	....	15,535	....	....	....	....	....	....	....	....	448,622
....	....	625	43,923	....	....	....	....	....	....	....	....	469,946
....	....	325	43,923	....	....	....	....	....	....	....	....	421,183
....	....	325	43,923	....	....	....	....	....	....	....	....	424,116
....	....	325	....	....	178	....	....	....	....	....	....	430,341
....	....	325	....	....	178	....	....	....	....	....	....	451,557
598	....	325	....	....	178	....	....	....	....	....	....	644,189
2,513	....	325	....	....	178	....	....	....	....	....	....	945,952
8,890	....	325	....	580	178	....	5,240	....	....	....	....	1,371,810
9,071	....	325	....	580	178	....	5,240	....	....	....	....	1,745,295
10,278	....	672	....	5,245	178	....	5,240	....	....	782	....	2,070,613
10,677	....	325	....	7,255	178	1,001	5,240	....	....	....	347	2,485,216
9,291	....	....	....	6,365	178	483	....	....	....	....	....	2,928,479
5,592	....	24,980	....	6,798	178	483	....	401	69	....	....	3,184,756
5,592	....	....	....	7,159	178	483	....	401	69	....	....	3,250,348
6,064	....	....	....	7,159	178	483	....	401	69	....	....	3,355,075
7,585	....	....	....	5,866	178	483	....	401	69	....	....	3,406,322
7,585	....	383	....	6,629	178	483	....	401	69	....	....	3,380,491
7,585	....	1,450	....	6,629	178	483	....	401	69	....	....	3,419,962
7,585	....	1,450	....	7,148	178	483	....	401	69	....	....	3,393,189
7,585	....	1,450	....	7,154	178	483	....	401	69	....	....	3,246,534
8,719	....	2,491	....	7,154	178	483	....	401	69	....	....	3,176,960
6,500	....	2,491	....	6,880	178	483	....	401	69	....	....	3,132,286
6,495	....	2,491	....	6,879	178	483	....	401	69	....	....	2,966,846
5,849	....	2,046	....	6,879	178	483	....	401	69	....	....	2,798,032
4,893	....	2,046	....	5,956	178	483	....	401	69	....	....	2,699,506
4,893	....	2,065	....	4,921	178	483	....	401	69	....	....	2,438,371
4,893	....	2,046	....	3,936	178	483	....	401	69	....	....	2,267,282
4,405	....	2,458	....	3,936	178	483	....	401	69	....	....	2,172,972
4,405	....	2,353	....	3,282	178	483	....	401	69	....	....	2,123,502

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STOCK OF CORN IN STORE AT ST. LOUIS AND EAST
OF EACH WH

Saturday Evening.	No. 2 St. Charles White.	No. 3 St. Charles White.	No. 2 White.	No. 3 White.	No. 4 White.	No. 2 Mixed.	No. 3 Mixed.	N
Jan. 4	3,713	.....	8,143	.....	.....	35,147	146	...
" 11	3,713	.....	7,050	.....	.....	44,396	146	...
" 18	2,906	.....	1,018	2,545	.....	217,825	.....	...
" 25	2,012	.....	34,774	2,973	.....	347,547	5,665	...
Feb. 1	2,012	.....	24,578	6,294	.....	482,308	11,668	.
" 8	2,012	.....	27,842	7,486	.....	482,226	23,537	
" 15	1,212	.....	24,618	1,192	.....	403,829	16,240	
" 22	1,212	.....	4,954	1,033	.....	288,295	6,417	
" 29	9,988	.....	98,702	1,715	.....	965,832	24,440	
March 7	7,352	.....	124,529	2,837	.....	987,726	47,111	
" 14	1,673	.....	88,010	1,782	.....	1,133,071	53,753	
" 21	.....	.....	73,218	3,178	.....	1,114,762	57,916	
" 28	.....	.....	81,597	2,660	.....	985,874	54,882	
April 4	.....	.....	83,022	3,761	.....	914,524	64,807	
" 11	.....	.....	58,792	4,036	.....	800,484	13,198	
" 18	.....	.....	48,542	878	.....	537,974	7,071	...
" 25	.....	.....	65,347	878	.....	521,688	9,834	
May 2	.....	.....	82,893	1,800	.....	223,211	10,866	..
" 9	.....	.....	81,926	2,372	.....	191,487	31,607	
" 16	.....	.....	67,601	2,372	.....	167,697	35,131	
" 23	.....	.....	53,955	1,508	.....	116,162	40,795	
" 30	.....	.....	28,896	3,141	.....	38,542	40,951	
June 6	.....	.....	35,528	6,639	1,794	35,234	51,610	1
" 13	.....	.....	39,939	7,550	1,794	34,309	44,404	1
" 20	.....	.....	30,244	4,898	625	26,918	52,509	2
" 27	.....	.....	18,741	3,074	625	27,152	24,341	1
July 4	.....	.....	19,198	3,074	625	39,638	21,182	
" 11	.....	.....	1,025	2,690	625	81,300	18,337	
" 18	.....	.....	2,394	2,690	625	54,783	9,437	
" 25	.....	.....	28,323	6,058	1,510	121,628	36,567	
Aug. 1	.....	.....	80,416	7,075	7,037	333,869	63,863	
" 8	.....	.....	99,608	12,116	7,037	586,380	102,080	
" 15	.....	.....	99,120	12,350	8,229	715,756	75,000	1
" 22	.....	.....	121,048	11,637	12,449	693,797	90,840	1
" 29	.....	.....	83,665	3,151	6,865	695,409	33,593	1
Sept. 5	.....	.....	39,077	3,097	6,363	718,383	40,208	
" 12	.....	.....	20,270	.....	.....	681,354	22,906	
" 19	.....	.....	16,568	.....	.....	557,705	22,906	
" 26	.....	.....	16,507	.....	.....	274,318	11,746	...
Oct. 3	.....	.....	21,515	624	.....	126,251	10,352	...
" 10	.....	.....	20,813	1,294	.....	104,525	10,617	...
" 17	.....	.....	27,047	1,294	699	92,421	13,601	...
" 24	.....	.....	43,172	1,262	699	46,413	17,457	..
" 31	.....	.....	84,932	5,521	670	115,058	10,743	
Nov. 7	.....	.....	86,491	8,647	1,275	172,300	21,214	
" 14	.....	.....	99,118	5,085	670	72,298	16,084	
" 21	.....	.....	52,869	9,381	670	105,910	46,862	1
" 28	.....	.....	41,033	15,284	.....	148,483	96,870	1
Dec. 5	.....	.....	29,672	5,510	.....	182,396	108,318	1
" 12	.....	.....	31,510	18,328	982	173,744	229,660	2
" 19	.....	.....	39,534	36,002	3,757	314,197	307,985	4
" 26	.....	.....	66,788	49,652	3,757	651,070	494,441	6

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N PUBLIC ELEVATORS BY GRADES AT THE CLOSE
1896.

lay Evening.	No Grade.	No. 2 "Color."	No. 3 "Color."	Corn and Oats.	No. 2 Yellow	No. 3 Yellow	Total Corn, bushels.
							47,149
							55,305
							233,470
							392,971
		1,139					527,999
		1,139					544,745
							448,122
							305,180
		1,198					1,108,632
					3,792		1,179,130
							1,282,932
							1,254,610
							1,128,912
							1,070,013
	496						869,131
							594,465
							598,418
							318,770
	564						308,891
	1,324				2,093		277,602
	1,324						215,952
	1,974						117,750
	2,076						144,909
	4,249						148,710
	5,708						150,099
	8,243						92,219
	8,243						100,587
	8,237						119,775
	6,737						82,693
	7,409						205,009
	16,593				2,180		513,020
	25,960				3,715		841,536
	24,570				3,715		949,167
	18,342				3,715		965,869
	12,876						845,951
	1,976						718,186
	3,621						730,234
	3,621						602,889
	2,006						304,577
	2,001						160,744
	1,101						134,350
	1,101			663			136,926
	1,101			663			110,767
	1,101	1,360					220,996
	2,432	1,360			1,470		301,762
	1,101	673			1,470		198,108
	1,101	673			1,470		230,015
	1,101	673	561		1,470		316,267
	1,833	673	561		1,470		345,531
	3,204	673	561		3,026		488,617
	3,220	673	561		1,470		755,041
	3,220	673	561		1,470		1,331,561

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STOCK OF OATS, RYE AND BARLEY IN STORE IN PU
AT CLOSE OF E

OATS.

Saturday Evening.	No. 2 White.	No. 3 White.	No. 4 White.	No. 2 Mixed.	No. 3 Mixed.	No. 4 Mixed.
Jan. 4	100,562	193,123	3.988	70,762	208,199	24 ,56
" 11	81,419	185,918	3,988	71,623	197,600	26,029
" 18	98,960	174,597	1,260	93,554	203,138	17,136
" 25	125,335	139,617	.....	130,925	179,634	17,459
Feb. 1	136,130	134,386	1,054	150,803	185,123	16,301
" 8	172,865	124,312	1,169	147,512	181,413	17,093
" 15	172,634	114,081	1,170	138,839	162,660	15,360
" 22	175,317	89,034	1,160	145,581	158,035	16,356
" 29	172,976	79,452	.....	159,047	161,206	15,360
Mch. 7	165,619	57,872	.....	156,592	129,562	16,407
" 14	165,033	15,081	2.590	164,708	103,817	5,252
" 21	164,679	4,429	2,332	171,001	100,343	11,577
" 28	162,771	2,176	.....	181,252	104,552	11,848
April 4	162,616	5,382	3,273	193 443	104,653	13,846
" 11	180,856	10,380	3,114	196,498	103,935	11,583
" 18	134,144	14.687	4,216	199,765	99,851	8,941
" 25	76,521	7,170	4 217	201,395	69,151	12,761
May 2	3,287	1,244	2,090	161,402	8,449	10,041
" 9	242	452	994	76,831	4,466	7,966
" 16	242	5,010	2,108	15,413	4,466	10,125
" 23	4,861	4,496	4,000	12,328	420	6,646
" 30	1,241	9,221	3,546	13,357	7,215	.....
June 6	2,064	21,071	.....	15,012	9,805	4,088
" 13	11,180	22,638	4,308	15,369	10,869	.....
" 20	13,187	17,753	2,122	5,297	3,604	4,182
" 27	7,766	18,342	.....	4,141	6,730	1,335
July 4	2,764	19,743	1,136	5,371	3,444	1,355
" 11	2,468	16,343	.....	3,229	1,414	.....
" 18	8,959	23,580	.....	3,395	2,346	.....
" 25	18,732	22,997	.....	30,311	7,146	863
Aug. 1	21,552	23,299	.....	21,013	6,264	1,951
" 8	7,628	13,639	748	3,976	5,889	2,735
" 15	4,502	7,460	1,806	50,168	3,313	4,110
" 22	7,522	8,281	840	95,646	7,992	9,296
" 29	7,597	8,753	4,216	66,824	6,326	5,907
Sept. 5	38	6,458	7,607	62,251	4,731	2,980
" 12	6,733	11.372	3,499	144,135	5,387	20,244
" 19	5,647	9,130	4,280	256,313	7,100	1,630
" 26	1,443	16,019	11,004	207,159	8,209	1,630
Oct. 3	4,856	15,142	13,936	216,225	9,390	701
" 10	6,288	14,700	14.652	136,785	8,209	701
" 17	4,059	12,357	11,282	29,325	8,110	1,191
" 24	38	10,361	14,393	29,325	10,355	2,074
" 31	38	8,808	4,135	26,729	10,234	3,964
Nov. 7	1,274	20,054	22,825	31,626	5,780	4,851
" 14	38	18,307	30.950	40,917	3,760	4,036
" 21	38	17,587	29,440	40,419	2,515	643
" 28	38	10,176	29,260	32,267	6,969	3,778
Dec. 5	38	8,647	18,605	32,267	6,949	2,707
" 12	38	8,560	16,249	37,554	2,440	4,540
" 19	1,065	53,675	65,994	68.406	21,066	3,938
" 26	1,065	85,295	123,738	86,608	29,238	5,722

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IN ST. LOUIS AND EAST ST. LOUIS BY GRADE
NG 1896.

TS.			RYE.					BARLEY.
No. 3 Color.	Oats and Corn Mixed.	Total Bushels.	No. 2.	No. 3.	No. 4.	No Grade.	Total Bushels.	Total Bushels.
.....	.....	609,581	6,984	5,157	829	.....	12,979	12,198
.....	.....	574,959	6,984	4,457	.....	.....	11,441	11,567
.....	.....	584,712	9,692	2,196	.....	.....	11,888	12,815
.....	.....	594,037	9,245	2,196	.....	.....	11,441	10,201
.....	.....	623,794	3,020	2,196	.....	.....	5,216	10,201
.....	.....	644,366	2,935	2,713	.....	.....	5,648	5,722
.....	.....	604,744	2,524	2,196	.....	.....	4,720	4,866
.....	.....	611,089	1,734	1,285	.....	.....	3,019	3,425
.....	.....	588,041	1,463	1,599	.....	.....	3,062	1,541
.....	.....	526,652	1,463	1,599	.....	.....	3,062	1,541
1,032	.....	460,799	1,463	1,599	.....	.....	3,062	866
2,172	.....	456,533	1,915	1,285	.....	.....	3,200	.....
.....	.....	463,824	1,463	2,138	.....	.....	3,601	.....
.....	.....	483,203	1,463	1,285	.....	.....	2,748	.....
.....	.....	506,466	1,463	1,285	.....	.....	2,748	.....
.....	.....	461,604	1,463	1,285	.....	.....	2,748	.....
926	.....	373,035	1,225	1,285	.....	.....	2,510	.....
.....	.....	187,408	1,225	1,285	.....	.....	2,510	.....
.....	.....	91,836	1,225	.....	.....	.....	1,225	.....
.....	.....	38,259	1,225	.....	.....	.....	1,225	.....
.....	.....	33,646	1,225	.....	.....	.....	1,225	.....
472	.....	35,948	1,225	.....	537	.....	1,762	.....
1,116	1,035	56,213	1,225	.....	.....	.....	1,225	.....
1,116	1,035	69,169	1,225	.....	.....	.....	1,225	.....
1,116	1,035	51,354	1,225	.....	.....	.....	1,225	.....
1,116	1,035	44,878	1,225	.....	.....	.....	1,225	.....
.....	1,035	34,965	1,910	.....	.....	.....	1,910	.....
.....	1,035	27,260	1,910	.....	.....	.....	1,910	.....
1,051	1,035	47,957	1,910	478	.....	.....	2,388	.....
.....	1,035	91,617	2,079	1,315	.....	.....	3,394	.....
.....	1,035	58,535	3,272	1,315	.....	.....	4,587	.....
.....	1,035	37,097	4,142	2,211	.....	.....	6,353	.....
.....	1,035	76,404	5,156	2,419	.....	986	8,561	.....
.....	1,035	134,906	9,947	4,162	705	.....	14,814	.....
1,326	1,035	104,112	11,803	5,324	764	.....	17,891	.....
.....	.....	83,965	11,389	6,517	764	485	19,155	.....
.....	.....	192,416	11,825	5,882	1,280	.....	18,987	.....
.....	.....	284,701	12,345	5,364	1,280	.....	18,989	.....
.....	.....	245,464	12,308	5,364	1,280	.....	18,952	.....
.....	.....	261,334	11,284	5,181	963	.....	17,428	.....
.....	.....	182,216	10,005	4,507	564	.....	15,028	.....
913	.....	70,046	9,721	5,659	606	.....	15,976	739
.....	.....	67,445	12,577	6,045	606	.....	19,228	2,009
.....	.....	54,808	17,628	10,388	9,536	.....	28,622	5,647
1,019	.....	89,130	25,081	15,425	1,106	.....	41,613	5,537
1,919	.....	100,726	36,580	18,729	1,619	.....	56,928	8,994
2,363	.....	94,196	38,407	19,133	1,029	589	59,158	7,309
3,202	.....	85,690	39,404	19,350	1,618	.....	60,372	18,502
1,313	.....	70,526	39,997	19,573	1,618	.....	61,188	16,762
1,313	.....	80,699	41,757	19,586	1,618	.....	62,961	15,502
1,313	.....	225,662	40,164	19,065	1,618	.....	60,847	10,337
.....	.....	334,606	40,164	19,168	1,618	.....	69,950	13,621

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STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOU
PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1896.

Date, 1896.		Total Wheat, bushels.	Total Corn, bushels.	Total Oats, bushels.	Total Rye, bushels.	B bu
January	4	1,424,172	47,149	609,581	12,970	
	11	1,409,551	55,305	574,956	11,441	
	18	1,493,496	233,470	584,712	11,888	
	25	1,454,443	392,971	594,037	11,441	
February	1	1,410,296	527,999	623,794	5,216	
	8	1,328,057	544,745	644,366	5,648	
	15	1,303,739	448,122	604,744	4,720	
	22	1,230,620	805,180	611,089	3,019	
	29	1,195,796	1,108,632	588,041	3,062	
March	7	1,210,459	1,179,130	526,052	3,062	
	14	1,220,878	1,282,932	460,799	3,062	
	21	1,200,176	1,254,610	456,533	3,200	
	28	1,183,799	1,128,912	463,824	3,601	
April	4	1,182,286	1,070,013	483,203	2,748	
	11	1,180,673	869,131	506,466	2,748	
	18	1,136 792	594,465	461,604	2,748	
	25	1,051,032	598,418	373,035	2,510	
May	2	1,040 845	318,770	187,408	2,510	
	9	877,978	308,891	91,836	1,225	
	16	695,950	277,602	38,259	1,225	
	23	698,870	215,952	33,646	1,225	
	30	602,717	117,750	35,948	1,762	
June	6	448,622	144,909	56,213	1,225	
	13	469,946	148,710	69,169	1,225	
	20	421,183	150,099	51,354	1,225	
	27	424,116	92,219	44,878	1,225	
July	4	430,341	100,587	34,965	1,910	
	11	451,557	119,775	27,260	1,910	
	18	644,189	82,693	47,957	2,388	
	25	945,952	205,009	91,617	3,394	
August	1	1,371,810	513,020	58,535	4,587	
	8	1,745,295	841,536	37,097	6,353	
	15	2,070,613	949,167	76,404	8,561	
	22	2,485,216	965,869	134,906	14,814	
	29	2,928,479	845,951	104,112	17,891	
September	5	3,184,756	718,186	83,965	19,155	
	12	3,250,348	730,234	192,416	18,987	
	19	3,355,075	602,889	284,701	18,989	
	26	3,406,322	394,577	245,464	18,952	
October	3	3,380,491	160,744	261,334	17,428	
	10	3,419,962	134,350	182,216	15,028	
	17	3,393,189	136,926	70,046	15,986	
	24	3,246,534	110,767	67,445	19,228	
	31	3,176,960	220 996	54,808	28,622	
November	7	3,132,286	301,762	89,130	41,613	
	14	2,966,846	198,108	100,726	56,928	
	21	2,798,032	230,015	94,196	59,158	
	28	2,699,506	316,267	85,690	60,372	
December	5	2,438,371	345,531	70,526	61,188	
	12	2,267,262	488,617	80,699	62,961	
	19	2,172,972	755,041	225,262	60,847	
	26	2,123,502	1,331,561	334, 96	60,950	

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLU
IN ABOVE.

	Bushels.		Bushels.		Bu
Jan. 1	972,000	May 1	885,000	Sept. 1	8
Feb. 1	865,000	June 1	243,000	Oct. 1	8
March 1	736,000	July 1	196,000	Nov. 1	9
April 1	470,000	August 1	756,500	Dec. 1	7

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SIBLE SUPPLY OF GRAIN FOR 1896.

ENT POINTS OF ACCUMULATION IN THE UNITED STATES
TRANSIT DURING 1896, AS REPORTED BY THE
CHICAGO BOARD OF TRADE.

	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye, Bus.	Barley, Bus.
.....	69,842,000	5,838,000	6,537,000	1,557,000	3,750,000
.....	68,945,000	6,181,000	6,369,000	1,532,000	3,781,000
.....	67,988,000	7,713,000	6,616,000	1,554,000	3,426,000
.....	67,523,000	10,431,000	6,253,000	1,549,000	3,135,000
.....	66,734,000	11,976,000	6,444,000	1,520,000	2,798,000
.....	66,119,000	12,174,000	6,541,000	1,554,000	2,562,000
.....	65,926,000	11,960,000	6,956,000	1,553,000	2,295,000
.....	65,011,000	11,516,000	6,918,000	1,541,000	2,130,000
.....	64,089,000	13,036,000	7,001,000	1,518,000	1,927,000
.....	62,596,000	14,050,000	7,228,000	1,490,000	1,747,000
.....	62,123,000	14,886,000	7,410,000	1,467,000	1,533,000
.....	61,348,000	15,852,000	8,164,000	1,518,000	1,334,000
.....	61,048 000	16,530,000	8,526,000	1,488,000	1,193,000
.....	60,322,000	16,989,000	9,020,000	1,523,000	1,140,000
.....	59,330,000	16,847,000	9,250,000	1,509,000	1,099,000
.....	58,483,000	17,170,000	9,481,000	1,518,000	1,037,000
.....	57,946,000	15,155,000	9,595,000	1,510,000	1,229,000
.....	55,519,000	11,319,000	8,240,000	1,424,000	1,138,000
.....	54,000,000	10,337,000	7,852,000	1,555,000	1,112,000
.....	53,146,000	9,153,000	7,890,000	1,550,000	808,000
.....	51,298,000	7,990,000	7,615,000	1,526,000	941,000
.....	50,340,000	8,905,000	8,303,000	1,434,000	857,000
.....	50,147,000	9,867,000	8,315,000	1,547,000	802,000
.....	49,486,000	9,406,000	8,430,000	1,590,000	877,000
.....	48,819,000	9,370,000	8,396,000	1,521,000	957,000
.....	47,860,000	8,760,000	8,716,000	1,647,000	729,000
.....	47,199,000	9,100,000	8,548,000	1,462,000	813,000
.....	47,220,000	9,188,000	8,228,000	1,455,000	768,000
.....	46,743,000	8,666,000	7,107,000	1,656,000	748 000
.....	47,142,000	8,810,000	6,537,000	1,557,000	740,000
.....	46,754,000	10,752,000	7,166,000	1,598,000	718,000
.....	46,429,000	12,188,000	6 945,000	1,626,000	639,000
.....	45,876,000	13,750,000	7,279,000	1,596,000	612,000
.....	45,189,000	14,110,000	6,907,000	1,676,000	708,000
.....	45,574,000	13,964,000	6,735,000	1,699,000	740,000
.....	46,495,000	13,781,000	7,274,000	1,769,000	1,108,000
.....	47,602,000	13,007,000	8,078,000	1,777,000	1,152 000
.....	49,655,000	13,621,000	8,460,000	1,964,000	1,338,000
.....	48,715'000	13,218,000	8,951,000	1,967,000	1,510,000
.....	50,116,000	13,877,000	9,084,000	2,007,000	2,205,000
.....	52,434,000	14,468,000	9,538,000	2,031,000	2,920,000
.....	54,808,000	17,175,000	10,135,000	2,350,000	3,411,000
.....	57,285,000	17,856,000	10,901,000	2,505,000	4,416,000
.....	58,680,000	19,340,000	11,756,000	2,544,000	5,907,000
.....	59,923,000	19,294,000	12,443,000	2,670,000	5,942,000
.....	61,008,000	18,196,000	12,759,000	2,708,000	6,250,000
.....	59,971,000	18,150,000	12,208,000	2,657,000	6,146,000
.....	58,914,000	18,228,000	12,474,000	2,559,000	5,357,000
.....	56,312,000	17 405,000	12,297,000	2,464,000	4,834,000
.....	54,284,000	17,461,000	11,359,000	2,582,000	5,493,000
.....	55,163,000	18,073,000	12,434 000	2 831,000	5,130,000
.....	54,443,000	18,893,000	13,476,000	2,996,000	4,875,000

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RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1

CITIES.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
Chicago	19,933,402	92,722,348	109,725,689	2,530,836	17,496,381
New York	28,264,697	29,162,900	42,907,750	4,390,250	11,772,300
Buffalo	54,411,207	47,811,010	40,107,499	4,404,354	16,697,744
St. Louis	12,651,248	24,736,445	11,491,310	296,930	1,931,611
Minneapolis	69,568,870	1,538,360	10,602,660	692,740	2,150,090
Peoria	1,802,200	18,624,800	18,102,400	187,250	2,006,500
Baltimore	7,592,041	27,724,535	10,428,859	1,381,485	14,684
Kansas City	6,978,600	13,215,300	4,279,000	124,800	19,800
Philadelphia	5,910,920	11,053,128	5,239,616	12,400	808,400
Milwaukee	8,965,734	2,072,600	13,878,000	1,695,995	1,781,465
Toledo	10,200,000	5,400,000	750,000	551,000	82,000
Boston	13,427,724	9,805,873	8,092,908	193,300	83,789
Duluth and Superior	58,222,116	413,166	4,877,864	1,635,798	6,653,770
New Orleans	3,852,623	25,989,094	3,046,315	.....	.....
Cincinnati	1,452,702	12,991,805	4,680,098	361,639	1,273,090
Montreal	9,472,067	6,653,906	4,031,749	318,076	278,464
Detroit	3,027,759	1,750,890	1,989,262	1,024,890	1,372,335
Cleveland	2,742,167	816,786	1,331,688	.....	372,000
Indianapolis	3,384,000	6,817,800	947,000	10,200	4,200
Galveston	3,337,457	6,387,482	.....	.....	.....
San Francisco	21,069,510	460,484	2,153,819	383,584	10,629,196

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC

		1896.	1895.	1894.
Flour	Barrels.	18,934,638	18,608,525	20,843,266
Wheat	Bushels.	68,911,369	48,723,512	61,699,092
Corn	"	116,176,209	68,449,038	52,059,036
Oats	"	78,215,349	48,022,152	47,144,734
Rye	"	6,409,667	612,567	684,904
Barley	"	13,878,255	4,893,968	5,480,977

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January	137,800	3,130,000	385,000	3,445,000	33,000	340,000	5,600
February	152,250	2,620,000	333,900	2,645,000	67,100	620,000	4,900
March	127,400	3,060,000	210,000	2,930,000	73,700	540,000	4,200
April	105,000	2,965,000	266,000	3,090,000	45,100	690,000	7,000
May	130,000	2,835,000	294,000	2,960,000	33,000	520,000	5,600
June	195,000	4,260,000	210,000	3,110,000	68,200	370,000	4,200
July	985,000	3,960,000	280,000	2,960,000	70,400	360,000	4,200
August	975,000	4,600,000	210,000	3,200,000	193,600	720,000	7,000
September	325,000	2,900,000	420,000	2,900,000	77,000	620,000	10,500
October	195,000	2,720,000	245,000	2,100,000	82,500	640,000	7,700
November	130,000	3,160,000	280,000	2,150,000	93,700	360,000	4,200
December	65,000	3,320,000	420,000	3,100,000	55,000	625,000	4,900
Total 1896	3,522,450	38,330,000	3,653,900	34,590,000	894,100	6,405,000	70,000
Total 1895	3,357,200	39,860,000	3,322,000	35,265,000	638,800	7,990,000	71,400
" 1894	4,968,050	39,520,000	3,564,400	35,705,000	845,900	6,535,000	48,300
" 1893	6,757,050	48,815,000	4,539,500	39,230,000	602,800	4,265,000	63,050
" 1892	7,089,250	55,095,000	5,464,200	45,435,000	895,000	10,575,000	104,300
" 1891	10,385,400	62,160,000	5,898,200	48,120,000	1,326,000	9,255,000	72,100
" 1890	3,192,200	71,890,000	7,502,500	63,940,000	803,000	17,305,000	145,750
" 1889	3,541,400	58,205,000	6,180,600	51,010,000	1,273,000	8,325,000	191,950
" 1888	1,130,250	87,895,000	4,331,400	61,995,000	1,821,000	16,580,000	87,450
" 1887	3,588,500	86,170,000	2,322,650	62,735,000	1,377,000	12,740,000	36,300
" 1886	4,862,500	85,855,000	4,270,750	57,410,000	1,994,000	12,475,000	48,950
" 1885	2,391,500	109,480,000	9,733,350	72,720,000	2,477,700	18,140,000	201,300
" 1884	8,378,500	105,315,000	8,969,950	99,650,000	2,187,900	20,590,000	170,500

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MISSOURI CROPS OF 1896.

By J. B. Rippey,
Secretary State Board of Agriculture.

CORN.

Condition is estimated at 85 and the acreage, as compared with 95 per cent, showing a reduction in condition of 23 points and in of 5 points.

This estimate gives an acreage of 6,250,000 acres, a yield of 32 per acre and a total yield of 200,000,000 bushels. This estimate is to be conservative at least, possibly below the actual product.

WHEAT.

Acreage harvested was placed at 1,550,000 acres for 1895, and duced to 1,271,000 for 1896. The unfavorable conditions for seedir of 1895, the failure of the seed to germinate, causing a large ar plowed up, and the low prices then prevailing, have been causes decrease. The yield for 1895 was estimated at 11 bushels per acre 1896 as 10 bushels, giving a total yield for the State of 12,710,000 In Northeast section this grain has suffered damage in the shock e at 23 per cent, in the Northwest 10 per cent, in the Central 8 p Southwest 5 per cent, and the Southeast 9 per cent, or an average for all sections of the State of 11 per cent.

Wheat condition for seeding over the State for fall of 1896 wa favorable as might have been desired. In some counties the gro too dry, while in others continued rainfall rendered seeding imp The acreage for the State was reported the same as last season increase of 5 points in the Southwest section and a decline of Southeast. The seed generally germinated well and the your made a vigorous growth.

OATS

Practically covered the same area as for 1895, estimated at 1,140,0 but the yield declined from 30 bushels per acre to 19 bushels, o total yield of 34,200,000 bushels for 1895 to 21,660,000 bushels for 18 promises of this crop for June and July were not realized. Fi localities that promised a large yield about the time the head was were struck by rust, resulting, in many instances, in complete dest

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spondents reporting that the value of the crop in their locality
ay for the binding twine. In others the plant was harvested,
in was light and of reduced value, and the yield not one-third
gorous growth had promised.
tting and shocking, continued rains, which prevented stacking
g, did immense damage in many localities, estimated at 19 per
State. In the Northeast section this damage was most severe,
to 35 per cent of the crop, and in some localities correspondents
rain and straw is so completely rotted that they will neither be
r stacked."

HAY.

age of this crop was placed at 2,360,000 acres, or practically
in 1895, and the yield has been increased 1¼ tons per acre to
1896, giving a total yield for the State of 3,540,000 tons against
ns for 1895. The quality of the product was good, but late
damaged by continued rains.
were in good condition, have given an abundent yield, and no
creage is noted.

TOBACCO

l quality, in most localities, was cut and houses in good con-
the yield per acre was estimated at 668 pounds against 745
1895. The estimated area of 10,000, which is 900 acres less
overnment estimate for 1895, would give a total yield for the
0,000 pounds against 7,500,000 for 1895.

COTTON.

was materially increased over that of 1895. The Southeast
ch produces the great bulk of the cotton in this State, had in
imately an acreage of 41,280 acres, which was increased in 1896
giving the Southeast section 44,169 acres. The Southwest sec-
had 6,720 acres, which was doubled for 1896, giving an acreage
es, or a total for the State of 57,609 acres. The yield per acre
ed from 253 pounds to 242 pounds, which gives an approximate
96 of 13,941,378 pounds against 12,144,000 pounds for 1895, an
nearly two million pounds, or a total production for the State
les against 25,300 in 1895, and an estimated production of four
nds of seed.

POTATOES

ased in acreage 7 per cent, leaving an area of 90,000 acres, and
d yield for the State of 87 bushels per acre gives a total of
shels against 10,000,000 for 1895.

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FLAX

Is produced on a commercial scale in Audrain, Barton, Bates, Bent
Cass, Cedar, Dade, Henry, Jasper, Johnson, Lawrence, Montgome
Pettis, Polk, St. Clair and Vernon, each of these counties having 500 ac
or more. The approximate area for the State in 1896 was 60,000 acres a
an estimated production of half a million bushels of seed.

We have produced in 1896 200,000,000 bushels of corn, 13,000,000 bush
of wheat, 22,000,000 bushels of oats, 3,500,000 tons of hay, 14,000,000 pou
of cotton, 7,000,000 pounds of tobacco, 500,000 bushels of flaxseed, a
8,000,000 bushels of potatoes.

The estimated annual value of our fruit crop is, apples $10,000,0
strawberries $500,000, grapes $1,000,000; raspberries, blackberries, peach
plums and other fruit $1,000,000, or a total of $12,500,000.

The dairy business of this State, exclusive of the investments of farm
and of their products, and including only the creameries and dairies t
have made report to this office, requires for its support the products
132,000 acres of land, valued at $4,000,000; has $300,000 invested in da
buildings, owns 30,000 cows, valued at $900,000, and annually produces
market 2,000,000 pounds of butter, 600,000 pounds of cheese, and 10,000,
gallons of milk, or a total investment of over $5,000,000, making a gr
annual return in dairy products of $1,500,000.

A review of the agricultural conditions and the productions of Misso
indicates the unlimited possibilities of the State.

She has an area of 44,000,000 acres, the largest iron mountain in
world, twenty counties with an unlimited supply of iron, 23,000 squ
miles of coal area and an annual output of 3,000,000 tons, lead mines opera
in twenty-six counties and the most productive single mine in Ameri
and a total annual production of 61,000 tons of pig lead.

She also leads in zinc production with an annual output of 130,000 to
She has extensive quarries of red and gray granite, red, gray, crea
colored and mottled marble, onyx, limestone and sandstone.

She has the largest stock-feeding farm producing it own grain,
largest nursery, the largest orchard, and the largest jack-breeding
importing establishment in the world.

Among breeds of live stock her improved hogs, cattle, sheep, hor
and mules are winners in competition with the best animals in the wo
and are largely drawn upon by the breeding harems of other States
countries.

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ock is enumerated and assessed as follows: Horses, 918,000 23,000,000; mules, 231,000 head, value $7,000,000; cows, value $18,000,000; other cattle, 1,686,000 head, value $32,-, 775,000 head, value $1,475,000; swine, 3,169,000 head, value a total assessed valuation of $69,700,000, which is probably real value.

probable increase or reduction in commodities as reported ents and other reliable sources, we should ship from the pproximately 700,000 head of cattle, 2,200,000 head of hogs, horses, 300,000 sheep, 3,000,000 pounds of wool, 50,000,000 ltry, 25,000,000 dozen eggs, 250,000,000 feet of lumber, 2,500,-ies, 4,000,000 feet of piling, 7,000,000 pounds of pickles, nds of canned goods and 7,000,000 pounds of hides.

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WORLD'S GRAIN SUPPLY.

Course of Wheat Production and Exportation in the United Canada, Argentina, Uruguay, Russia and British India From 1880 to 1896.

Compiled by the United States Department of Agriculture.

In view of the many requests for information regarding the qu wheat produced and exported by some of the principal countries uting to the world's supply, such official statistics upon the subjec available have been gathered together and are made the subje present circular. The countries treated of are the United States, Argentina, Uruguay, Russia and India. The following table s quinquennial periods the average annual production of wheat in these countries, so far as reliable figures could be obtained, fro 1895, inclusive:

AVERAGE ANNUAL PRODUCTION OF WHEAT BY QUINQUENNIAL IN SIX OF THE PRINCIPAL WHEAT-EXPORTING COUNTRI

COUNTRIES.	AVERAGE ANNUAL PRO		
	1881-1885. Bushels.	1886-1890. Bushels.	1
United States	435,685,744	443,843,400	4
Canada	39,200,000	36,294,636	
Argentina	† 13,000,000	22,300,000	
Uruguay	‡	‡	
Russia	§ 224,106,611	233,400,988	3
India	§ 269,721,362	245,657,238	2

† Annual averge for the two years 1884-1885.
‡ No statistics available.
§ Annual average for triennium 1883-1885.

The averages presented above show a very decided increas wheat production of the United States, Canada, Argentina an during the last fifteen years, and a similar growth would undoul shown for Uruguay were statistics obtainable for the entire perio is the only one of the six countries which suffered a decline in pr

The figures given in the subjoined table show the average an ports of wheat, including wheat flour, from each of the abov

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ing the quinquennial periods indicated. In preparing this ntity of wheat flour exported was converted into its equiva- at the rate of 4½ bushels of wheat to a barrel of flour weigh- ds, and then added to the exports of grain. The statistics anada and Uruguay represent the net exports, i. e., the ex- ts over imports. The imports of wheat into the other four so small that they are not taken into account. In Argentina, l Russia the commercial years coincide with the calendar e United States and Canada they comprise the twelve months 30, and in India the twelve months ending March 31. The for the three last mentioned countries are for the commercial in the calendar years subsequent to those named. The table

NUAL EXPORTS OF WHEAT AND WHEAT FLOUR, EXPRESSED HELS OF GRAIN, BY QUINQUENNIAL PERIODS, FROM OF THE PRINCIPAL WHEAT-EXPORTING COUNTRIES.

COUNTRIES.	Annual Average Exports.		
	1881-1885. Bushels.	1886-1890. Bushels.	1891-1895. Bushels.
.....	83,861,016	64,987,221	101,021,444
ar	38,796,027	50,801,553	70,710,036
.....	122,157,043	115,788,774	171,731,480
.....	2,863,905	1,863,652	8,744,226
ar	42,313	662,743	1,452,375
.....	2,906,218	2,526,395	10,196,601
.....	1,834,298	5,918,318	33,013,082
ar	180,820	328,340	1,604,299
.....	2,015,118	6,246,658	34,617,381
.....	† 42,986	† 159,947	1,046,920
ar	120,282	310,927	572,569
.....	77,296	150,980	1,619,489
.....	73,721,407	93,039,121	102,971,200
ar	2,468,366	2,297,241	2,610,417
.....	76,189,773	95,336,362	105,581,617
.....	34,352,261	30,440,072	27,747,751
ar	228,446	935,470	1,503,572
.....	34,580,707	31,375,542	29,251,323

rts.

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The foregoing tabular statement indicates in a striking manner t remarkable growth which has occurred since 1880 in the volume of wh distributed by some of the principal wheat-exporting countries. T average yearly export of wheat, both grain and flour, from the Unt States during the three quinqennial periods from 1881 to 1895 increas about 40 per cent. and Russia, whose exports of wheat rank next to th of the United States in volume, made a gain nearly equal in rate. T exports of wheat from Canada, although rather unimportant when co pared with the much greater shipments from the United States and Russ show a growth which is proportionately even more rapid, the average shipment per annum having more than trebled since 1881-1886. The m striking growth in wheat exportation, however, is exhibited by the Sou American countries, Argentina and Uruguay. The average annual wh exports of Argentina increased from about 2,000,000 bushels in the qu quennium 1881-1885 to nearly 35,000,000 bushels in 1891-1895, while in t same space of time Uruguay's net exports per annum advanced fr about 77,000 bushels to more than 1,600,000 bushels. India alone the six countries under consideration shows a diminished exp trade, a natural result of declining production. The aggregate quantity wheat exported from the six countries combined during the five y period 1881-1885 averaged about 238,000,000 bushels per annum. In t quinquennium 1891-1895, the yearly average export amounted to ab 352,000,000 bushels, or a total gain of 114,000,000 bushels.

The maximum of both area and production in the United States w reached in 1891. Since that year there has been a considerable diminut in area and product, accompanied by an even greater falling off in t quantity of wheat exported, the total shipments of grain and flour duri the fiscal year 1895-96 amouning to only 129,000,000 bushels as compa with 228,000,000 bushels in 1891-92. The exports of grain fell off mu more rapidly than those of flour, the latter showing only a slight decre during the five years.

The crop year 1891 was an unusual one in several of the great wh growing countries. Coincident with the largest wheat production e recorded for the United States there was a partial or total failure throug out much of Europe. The Russian crop was exceedingly light a resulted the following year in greatly diminished exports. Since t temporary setback, however, Russia has more than regained the l ground, and the last few years have witnessed a rapid growth in expor tion as well as production. Canada, like the United States, produced l largest crop in 1891. Her net exports increased in the fiscal years 18 1893 and 1894, but have since declined. The exports of wheat from Brit India reached their maximum in 1891-92, the years subsequent showing falling off which has greatly lessened India's importance as a contribu to the world's wheat supply. Her shipments during the past y (1895-96) amounted to only 20,000,000 bushels, as against 58,000,000 bus els in 1891-92. In Argentina and Uruguay the progress made in wh

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; the last few years has been almost phenomenal. The
op increased from 36,000,000 bushels in 1891 to 75,000,000
5, and during the same period the remarkable gain of from
0,000,000 bushels (wheat and flour) was made in exportation.
p, which amounted to less than 3,000,000 bushels in 1891,
h such rapidity that in 1895 it was returned at about
hels. In 1891 the imports into Uruguay exceeded the ex-
894, the latest year for which the trade returns are available,
ss of nearly 6,000,000 bushels (wheat and flour) in favor of

CROPS OF THE YEAR 1896.

ecember report of the Department of Agriculture, Washington.

REVIEW OF CROP CONDITIONS FOR 1896.

WHEAT.

rought at seeding time, from which scarcely a county in the
wheat belt was exempt, retarded or prevented germination,
the December condition down to 81.4, against 89 for the
mber (1894), 91.5 for December, 1893, and an average of 92
late in the ten years 1887 to 1896. The crop had a further
counter in an exceptionally scanty snow covering, this defi-
as generally distributed as the lack of autumnal rain pre-
ich of the sparse growth that had succeeded in making a
eby winterkilled, so that many fields in the central region
p for spring crops. The first spring report showed a con-
against 81.4 for April, 1895, and 86.7 for the same date in

ved condition reported May 1 was unfortunately not main-
the early days of that month until harvest there was a
, the figures being for May, 82.7 (5.6 per cent better than
age); for June, 77.9 (a fall of 4.8 per cent), and for July,
5.8 for July 1, 1895.
at showed a condition of 99.9 in June, 93.3 in July, and 78.9
flattering early promise unfortunately not fulfilled. The
d for this steady deterioration were insect enemies, especi-
an and Wisconsin; rust; heavy rains, in Iowa; and dry and
hot weather, generally.
f winter and spring wheat combined: 87.6 in June, 83.4 in
n harvested. The final condition was 75.4 in 1895 and 83.7
mpanying the September reports, complaints both of quan-
ty were universal, a few scattered counties only excepted,
cky Mountains. Beside the causes of deficient growth and

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the insect injuries previously reported, much trouble had been cause rains following harvest, from which a considerable percentage of the g sprouted or rotted in the shock. On the Pacific Slope the condition far more favorable, a full crop being reported in California, Nevada Utah, with fairly high figures from adjoining States. The small w product of New England also seems to have been specially favored, reports better than the average came also from New Jersey, Delaware Maryland.

Though better returns at the end of the year increased by a fracti a bushel the general average yield per acre given in October, the figure—hardly 12.4 bushels per acre—was 10 per cent short of the bushels reported for 1895.

CORN.

The spring was favorable for early plowing, the amount finishe May 1—79.6 per cent—being more than an average, though less than reported for the years just preceding—82.8 per cent for 1895, 83.5 for The first report of condition, July 1, gave an average of 92.4, against for July, 1895, the less favorable start being explained by too wet wea from Indiana to Missouri and too dry weather toward the Gulf. August condition showed an increase of 3.6 per cent, being 96, ag 102.5 in 1895. By September this advance had been lost, and the ge average had fallen to 91, the condition at the same date the year b having been 96.4, the deterioration for both years alike being due t weather. The October condition was 90.5, against 95.5 in 1895, and yet the preliminary yield came to be estimated in November, 1896, was f to be a bushel ahead of its predecessor. The final return of yield s an average of 28.2 bushels per acre, a further advance on preceding mates. The average yield in 1880 was 27.6 bushels, and the hig reported figures since that date were 27 in 1889 and 1891. In 1895 average was 26.2, the unprecedented crop of that year being due t unprecedented acreage. In 1896, on an acreage 1.3 per cent less, a 7.6 per cent greater gave a total product 6.2 per cent greater, so tha year's corn crop exceeded by that percentage any other ever produc the country's history.

OATS.

The condition of oats was 98.8 on the 1st of June and 96.3 on the July. During July there was a serious decline, and the conditio August 1 was only 77.3, heavy rains, rust, the army worm, and ch bugs being among the chief causes of the unfavorable change. A fu decline occurred after August 1 in oats not then harvested, and the age harvest condition for the entire crop was only 74. In 1896 the condition was 14.5 above and the harvest condition 12 points belo corresponding figures for the previous year. The average yield per was 25.7 bushels. As compared with 1895 the reduction is 1.1 per ce area, 13.2 per cent in rate of yield, and 14.2 per cent in total product.

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RYE.

of winter rye was of course affected to a great extent by the l causes which affected winter wheat. Its average condition as 82.9; May 1, 87.7; June 1, 85.2; July 1, 83.8. The average spring rye was 98.6 on July 1 and 88 on August 1. The con- vest for rye in general was 82, the average yield being 13.3 e area is about 3.1 per cent, the average rate of yield 7.6 per total product 10.4 per cent less than in 1895.

BARLEY.

ge condition of winter barley on May 1 was 89.2, against 94 donding date in 1895. The condition of barley in general on 8; July 1, 88.2; August 1, 81.9; when harvested, 83.1. The l per acre was 23.6 bushels. The area and rate of yield were cent and the total product about 20 per cent less than in 1895.

RODUCTION AND EXPORTS OF CORN SINCE 1880.

Total area of crop.	Total production.	Total value of crop.	Average value per bush.	Average yield per acre.	Average value per acre.	Exports for fiscal years beginning July 1.	
Acres.	Bushels.		Cents	Bu.		Bushels.	P. ct. of crop.
62,317,842	1,717,434,543	$679,714,499	39.6	27.6	$10.91	93,648,147	5.5
64,262,025	1,194,916,000	759,482,170	63.6	18.6	11.82	44,340,683	3.7
65,659,545	1,617,025,100	783,867,175	48.5	24.6	11.94	41,655,653	2.6
68,301,889	1,551,066,895	658,051,485	42.4	22.7	9.63	46,258,606	3.0
69,683,780	1,795,528,000	640,735,560	35.7	25.8	9.19	52,876,456	2.9
73,130,150	1,936,176,000	335,674,630	32.8	26.5	8.69	64,829,617	3.3
75,694,208	1,665,441,000	610,311,000	36.6	22.0	8.06	41,868,584	2.5
72,392,720	1,456,161,000	646,106,770	44.4	20.1	8.93	25,36[illegible],869	1.7
75,672,763	1,967,790,000	677,561,580	34.1	26.3	8.95	70,841,673	3.6
75,319,651	2,112,892,000	597,918,829	28.3	27.0	7.63	103,418,709	4.9
71,970,763	1,489,970,000	754,433,451	50.6	20.0	10.48	32,041,529	2.2
75,204,515	2,060,154,000	836,439,228	40.6	27.0	10.98	76,602,285	3.7
70,626,658	1,628,464,000	642,146,630	39.4	23.1	9.09	47,121,894	2.9
72,036,465	1,619,496,131	591,625,627	36.5	22.5	8.21	66,489,529	4.1
62,582,269	1,212,770,052	554,719,162	45.7	19.4	8.86	28,585,405	2.4
82,075,830	2,151,138,580	544,985,534	25.3	26.2	6.64	101,100,375	4.7
81,027,156	2,283,875,165	491,006,967	21.5	28.2	6.06	.....	.....
43,741,331	1,184,486,954	504,571,048	42.6	27.1	11.54	55,077,828	4.4
70,543,457	1,703,443,054	668,942,870	39.3	24.1	9.48	58,459,000	3.4
73,789,094	1,777,981,133	630,765,228	35.5	24.1	8.55	*58,656,836	*3.5

age from 1890 to 1895.

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PRODUCTION AND EXPORTS OF WHEAT SINCE 1880.

YEAR.	Total area of crop.	Total production.	Total value of crop.	Average value per bush.	Average yield per acre.	Average value per acre.	Export years July
	Acres.	Bushels.		Cents	Bu.		Bushe
1880	37,986,717	498,549,868	$474,201,850	95.1	13.1	$12.48	186,321,
1881	37,709,020	383,280,090	458,880,427	119.2	10.2	12.12	121,897
1882	37,067,194	504,185,470	444,602,125	88.2	13.6	11.99	147,811,
1883	36,455,593	421,086,160	383,649,272	91.1	11.6	10.52	111,534,
1884	39,475,885	512,765,000	330,862,260	64.5	13.0	8.38	132,570,
1885	34,189,246	357,112,000	275,320,390	77.1	10.4	8.05	94,565,
1886	36,806,184	457,218,000	314,226,020	68.7	12.4	8.54	153,804,
1887	37,641,783	456,329,000	310,612,960	68.1	12.1	8.25	119,625,
1888	37,336,138	415,868,000	385,248,030	92 6	11.1	10.32	88,600,
1889	38,123,859	490,560,000	342,491,707	69.8	12.9	8.98	109,430,
1890	36,087,154	399,262,000	334,773,678	83.8	11.1	9.28	106,181,
1891	39,916,897	611,780,000	513,472,711	83.9	15.3	12.86	225,665,
1892	38,554,430	515,949,000	322,111,881	62.4	13.4	8.35	191,912,
1893	34,629,418	396,131,725	213,171,381	53.8	11.4	6.16	164,283,
1894	34,882,436	460,267,416	225,902,025	49.1	13.2	6.48	144,812,
1895	34,047,332	467,102,947	237,938,998	50.9	13.7	6.99	126,443,
1896	34,618,646	427,684,346	310,602,539	72.6	12.4	8.97	.....
Average from 1870 to 1879	25,187,414	312,152,728	327,407,258	104.9	12.4	13.00	84,592,
Average from 1880 to 1889	37,279,162	449,695,359	371,809,504	82.7	12.1	9.97	126,615,
Average from 1890 to 1896	36,105,188	468,311,062	308,281,888	65.8	13.0	8.54	*159,883,

* Average from 1890 to 1895.

In the tables of production and exports of corn and wheat, t
years to which the figures on exports relate are those beginning o
in the years indicated. Thus, the exports set opposite the year
not for the calendar year 1895, nor for the fiscal year ending June
but for the fiscal year beginning July 1, 1895, and ending June
In this way the exports are placed on the same line with the cro
which they are mainly drawn. As the fiscal year beginning July
is incomplete, the corresponding space in the column of exports i
sarily left blank. The official figures on exports have, howeve
issued for the six months ending on December 31, 1896, and it appe
the corn exported during that period amounted to 72,954,096
while the wheat, including flour reduced to its wheat equivalent
rate of 4½ bushels to the barrel, amounted to 94,027,622 bushels.
ports of these two cereals for the corresponding months of the pr
year amounted to 38,331,098 bushels of corn and 65,029,819 bus
wheat. It will be seen that the exports of corn for the first six mo
the current fiscal year amounted to 34,623,000 bushels more than th
the same period of the fiscal year preceding. During Decembe
they amounted to 15,039,329 bushels. It thus appears that the lo
is stimulating the foreign demand, which in turn has a tendency to
the price.

Corn, wheat and oats are by far the most important of our cerea
The production and exports of the two former have been given

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om 1880 to 1896, inclusive. The production of oats is given in the ng table for each year from 1890 to 1896, inclusive, together with erages for those seven years and the two preceding decades. The 1895 was the largest ever gathered, while that of 1896 was exceeded those of 1891 and 1895, the area of 1896 being larger than in any ing year except 1895.

PRODUCTION OF OATS SINCE 1890.

Year.	Total area of crop.	Total production.	Total value of crop.	Average value per bushel.	Average yield per acre.	Average value per acre.
	Acres.	Bushels.		Cents.	Bushels.	
.....	26,431,369	523,621,000	$222,048,486	42.4	19.8	$8.40
.....	25,581,861	738,394,000	232,312,267	31.5	28.9	9.08
.....	27,063,835	661,035,000	209,253,611	31.7	24.4	7.73
.....	27,273,033	638,854,850	187,567,092	29.4	23.4	6.88
.....	27,023,553	662,036,928	214,816,920	32.4	24.5	7.95
.....	27,878,406	824,443,537	163,655,068	19.9	29.6	5.87
.....	27,565,985	707,346,404	132,485,033	18.7	25.7	4.81
for 10 years 870 to 1879.....	11,076,822	314,441,178	$111,075,223	35.3	28.4	$10.03
for 10 years 880 to 1889.....	21,996,376	584,395,839	180,866,412	30.9	26.6	8.22
for 7 years 890 to 1896.....	26,974,006	679,390,246	194,591,211	28.6	25.2	7.21

exports of oats (including oatmeal reduced at the rate of 18 pounds ushel) rarely exceed 1 per cent of the total crop, the highest ratio, ent for the fiscal year 1889-90, having followed a crop of 751,515,000 in 1889, the largest recorded until 1895. The export of oatmeal the six months ending December, 1896, exceeded that of any entire nce 1886.

NOTES ON FARM PRICES.

CORN.

price per bushel was unprecedentedly low in 1889, when it fell to nts on the average; the 1895 price fell still lower, reaching a mini- r that year of 25.3; the average for 1896 shows a further fall to 21.5 nearly 4 cents below the lowest previous figure on the records of partment. The more than usual concentration of the production in at surplus States, where price is always lowest, the enormous total , immediately following the heavy crop of 1895, both are added to iness depression unfortunately still continuing, and bring the value crop to a discouragingly low figure. An increased demand for s not having the desired sustaining effect on the market for its ereal.

WHEAT.

e in 1896, 72.6 cents a bushel, the highest since 1891, when it was ts. The rise comes partially from a reduced supply, accompanied

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by smaller exports from Argentina, a poor crop in Europe (particular Russia, the most important source of supply), and a disastrous deficie with widespread famine and famine prices in India. It is feared tha wheat growers of the country will not profit so much by the better p as might have been wished for them; for the continued unfavo weather conditions prevailing through the season and throughout country, deteriorating both quality and quantity, finally left many often have wheat to sell without sufficient for their own needs, and a l number of farmers were compelled to dispose of what surplus they before the rise came. As usual, it is observable that the wheat price i more dependent upon foreign supply and demand and less exclusi dependent on domestic supply than that of corn.

OTHER CEREALS.

As in the case of corn, the average price for 1895 was the lowest o Department's records until 1896 came with a yet lower figure. The eral movement of prices since 1889 is seen in the following table, w shows for each grain the ratio of each year's price to the mean of the years, that mean being taken as 100:

AVERAGE FARM PRICES OF CEREALS, 1889-1895, AS PERCENTAGE

	1889.	1890.	1891.	1892.	1893.	1894.	1895.
Corn	79	141	113	109	101	127	71
Oats	80	148	110	111	103	113	70
Barley	95	144	120	105	91	98	75
Buckwheat	99	110	111	102	111	106	86
Rye	85	118	145	103	96	94	82
Wheat	106	127	128	95	82	75	77

The order in which the grains are placed, that of increasing rel price for 1896, is that, for the eight years generally, of increasing di ence from the corn price, by which most of the others appear to be r lated. Rye is the only minor cereal whose price is nearer to the w than the corn scale; and its percentage is in six cases out of eight i mediate. All prices were high in 1890 and 1891, and low in 1895; w was the only exception to the prevailing low prices in 1889 and 1896 high prices in 1892; while high and low percentages for 1893 and were equally distributed.

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ENT SHOWING THE PRODUCT, AREA AND VALUE OF THE CORN CROP OF 1896.

RTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

TATES AND TERRITORIES.	Acres.	Bushels.	Value.
	14,780	546,860	$ 257,024
ire	27,660	1,161,720	522,774
	48,642	1,994,322	757,842
s	42,900	1,845,560	848,958
	8,848	300,832	147,408
	46,658	1,773,904	744,663
	526,257	17,892,738	6,799,240
	282,586	9,325,338	3,357,122
	1,311,875	52,475,000	17,316,750
	224,258	4,963,676	1,233,419
	623,004	19,936,128	6,379,561
	1,770,604	38,067,986	12,181,756
a	2,458,679	29,504,148	10,916,535
a	1,753,486	15,781,374	7,259,432
	2,984,514	32,829,654	14,116,751
	486,094	4,860,940	2,576,298
	2,595,606	32,445,075	14,600,284
	2,072,103	27,973,390	12,308,292
	1,197,310	15,565,030	7,004,264
	3,392,486	32,228,617	13,213,733
	2,201,767	29,723,854	10,997,826
	3,125,802	71,893,446	20,130,165
a	722,972	21,659,160	7,374,314
	2,890,441	80,932,348	20,233,087
	3,016,877	123,691,957	25,975,311
	1,053,735	40,041,930	9,610,063
	3,813,379	133,468,265	25,358,970
	7,026,488	284,572,764	51,223,098
	1,051,083	38,890,071	8,555,816
	1,129,409	34,446,974	6,544,925
	8,249,219	321,719,541	45,040,736
	6,546,987	176,768,649	35,353,730
	8,847,643	247,734,004	38,817,953
	7,962,657	298,599,638	44,592,121
	1,197,575	31,136,950	5,604,651
	27,844	974,540	243,635
	1,331	34,606	20,764
	2,483	62,755	48,418
	178,398	2,852,928	1,027,054
	24,260	388,160	213,488
	.....	.....	.....
	8,650	216,250	110,288
	.....	.....	.....
	.....	.....	.....
	6,819	95,452	54,408
	13,529	297,638	166,077
	59,529	2,202,573	1,167,364
	.....	.....	.....
	81,027,156	2,283,875,165	$ 491,006,967

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STATEMENT SHOWING THE PRODUCT, AREA AND VA
OF THE WHEAT CROP OF 1896,

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGT

States and Territories.	Acres.	Bushels.	Valu
Maine	$ 7,770	170,940	$ 14
New Hampshire	$ 2,447	51,387	5
Vermont	$ 8,407	205,972	19
Massachusetts	.....	.....	.....
Rhode Island	.....	.....	.....
Connecticut	.....	.....	.....
New York	‡ 396,873	6,349,968	5,58
New Jersey	‡ 101,651	1,555,260	1,38
Pennsylvania	‡ 1,266,949	17,737,286	14,72
Delaware	‡ 97,712	1,758,816	1,53
Maryland	‡ 463,457	7,878,769	6,93
Virginia	‡ 615,582	5,724,913	4,57
North Carolina	‡ 633,140	4,621,922	3,83
South Carolina	‡ 140,868	957,902	86
Georgia	‡ 212,484	1,699,872	1,51
Florida	‡	.....	.....
Alabama	‡ 49,273	394,184	33
Mississippi	‡ 4,462	37,927	3
Louisiana	‡	.....	.....
Texas	‡ 387,112	4,529,210	3,39
Arkansas	‡ 157,590	1,260,720	89
Tennessee	‡ 779,819	6,628,462	4,90
West Virginia	‡ 393,886	4,056,511	3,16
Kentucky	‡ 801,988	6,976,861	5,30
Ohio	‡ 2,422,224	21,800,016	17,00
Michigan	‡ 1,228,117	15,719,898	13,20
Indiana	‡ 2,291,160	20,647,440	16,51
Illinois	‡ 1,950 214	28,668,146	21,21
Wisconsin	‡ 669,094	8,898,950	6,22
Minnesota	$ 3,281,624	46,599,061	31,69
Iowa	$ 717,072	11,473,152	7,11
Missouri	$ 1,418,331	16,594,473	11,61
Kansas	$ 2,905,137	30,794,452	19,40
Nebraska	$ 1,885,043	19,390,602	11,24
South Dakota	$ 2,462,808	27,583,450	17,10
North Dakota	$ 2,529,534	29,848,501	19,10
Montana	$ 45,443	1,204,240	79
Wyoming	$ 9,148	224,126	13
Colorado	$ 159,839	2,797,182	1,70
New Mexico	$ 38,957	818,097	53
Arizona	$ 14,500	333,500	26
Utah	$ 105,802	2,803,753	1,90
Nevada	$ 6,001	180,030	12
Idaho	$ 98,127	2,404,112	1,56
Washington	$ 464,344	8,358,192	6,18
Oregon	$ 602,773	10,247,141	7,37
California	‡ 3,088,849	45,097,195	37,43
Oklahoma	‡ 200,135	2,601,755	1 76
Total	34,618,646	427,684,346	$310,60

Winter Wheat, 267,934,004 bushels; Spring Wheat, 159,750,342 bushels.

States marked $ are Spring Wheat States; States marked ‡ are Winter W
States.

The States are thus allotted by the Department of Agriculture, as the v
grown predominates in the ratio of three to one or over, except in the c
Utah, where the proportion does not quite reach three to one. In the State
designated the proportion is about equal.

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NT SHOWING THE PRODUCT, AREA AND VALUE OF THE OAT CROP OF 1896.

TED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

TES AND TERRITORIES.	Acres.	Bushels.	Value.
	146,747	5,869,880	$ 1,819,663
e.	30,541	1,160,558	406,195
	116,452	4,716,306	1,462,055
	15,274	549,864	192,452
	3,765	112,950	35,014
	22,104	641,016	198,715
	1,512,608	49,916,064	12,978,177
	106,485	3,620,490	1,013,737
	1.164.091	36,086,821	8,660,837
	18,899	548,071	115,095
	85,008	2,040,192	469,244
	459,043	8,492,296	2,207,997
	481,438	5,777,256	2,022,040
	268,618	2,954,798	1,418,303
	423,774	5,085,288	2,084,968
	45,811	549,732	291,358
	318,205	4,454,870	1,826,497
	123,021	1,599,273	703,680
	34,545	345,450	117,453
	633,443	12,668,860	4,307,412
	317,216	5,075,456	1,573,391
	436,692	7,205,418	1,873,409
	160,328	3,847,872	1,077,404
	500,761	10,515,981	2,523,835
	1,050,119	32,553,689	5,534,127
	1,002,642	30,079,260	5,715,059
	1,187,353	34,438.237	5,509,318
	3,020,784	84,581,952	12,687,293
	1,864,505	65,257,675	11,093,805
	1,720,192	56,766,336	8,514,950
	3,841,522	105,641,855	12,677,023
	1,102,805	19,850,490	3,374,583
	1,831,443	23,808,759	3,750,189
	1.794,349	34,092,631	3,750,189
	652,998	17,957,445	2,334,468
	510,854	11,238,788	2,022,982
	64,910	3,050,770	945,739
	13,041	417,312	221,175
	92,883	2,600,724	780,217
	8,191	221,157	88,463
	25,214	958,132	373,671
	31,004	1,302,168	390,650
	83,827	3,017,772	1,207,109
	183,539	3,854,319	1,271,925
	58,941	1,827,171	803,955
	.....	.....	.....
	27,565,985	707,346,404	$182,485,033

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STATEMENT SHOWING THE PRODUCT, AREA AND
OF THE BARLEY CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHIN

States and Territories.	Acres.	Bushels.	
Maine	12,355	378,063	
New Hampshire	5,355	156,316	
Vermont	18,295	603,735	
Massachusetts	1,839	55,170	
Rhode Island	381	11,049	
New York	212,714	4,934,965	
Pennsylvania	10,251	176,317	
Texas	2,360	28,320	
Tennessee	1,993	27,902	
Kentucky	1,844	27,291	
Ohio	27,197	549,379	
Michigan	57,565	1,283,700	
Indiana	5,449	110,615	
Illinois	17,292	409,820	
Wisconsin	326,425	8,944,045	
Minnesota	416,557	11,330,350	
Iowa	389,607	10,246,664	
Missouri	799	13,983	
Kansas	18,839	86,659	
Nebraska	45,617	907,778	
South Dakota	116,096	3,308,786	
North Dakota	235,520	3,791,872	
Montana	5,701	142,525	
Colorado	12,861	257,220	
New Mexico	1,241	23,579	
Arizona	.....	.....	
Utah	6,366	172,519	
Nevada	.....	.....	
Idaho	10,606	162,272	
Washington	40,094	1,042,444	
Oregon	30,956	674,841	
California	918,384	19,837,094	9
Total	2,950,539	69,695,223	$22

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EMENT SHOWING THE PRODUCT, AREA AND VALUE OF THE RYE CROP OF 1896.

EPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

TATES AND TERRITORIES.	Acres.	Bushels.	Value.
	993	17,874	$11,976
mpshire	1,013	19,855	14,296
t	3,238	60,227	39,148
nusetts	9,929	218,483	152,907
icut	14,834	228,444	130,213
ork	248,906	3,487,856	1,534,657
rsey	67,592	932,770	438,102
lvania	281,854	4,509,664	2,119,542
nd	29,435	270,802	129,985
	41,981	419,810	201,509
Carolina	51,148	383,610	272 363
arolina	4,148	19,910	17,322
	17,158	121,822	128,040
a	2,019	16,152	14,214
	3,861	27,027	18,108
as	2,294	22,940	16,058
see	17,064	153,576	92,146
rginia	14,505	153,753	86,102
ky	29,453	323,983	174,951
	51,920	498,432	194,388
n	123,906	1,139,935	364,779
	57,679	611,397	220,103
	100,675	1,540,328	523,712
sin	261,393	3,816,323	1,259,387
ota	66,887	1,043,437	313,031
	80,013	1,400,228	406,066
i	16,752	204,374	96,056
	115,356	807,492	282,622
a	62,476	1,055,844	232,286
Dakota	2,622	30,415	8,212
Dakota	1,772	21,264	4,678
o	2,779	65,306	40,490
	3,953	79,060	31,624
gton	2,415	36,225	18,112
	5,623	71,412	42,847
ia	38,556	559,062	335,437
l	1,831,201	24,369,047	9,960,769

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STATEMENT SHOWING THE PRODUCT, AREA AND V
OF THE BUCKWHEAT CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHING

States and Territories.	Acres.	Bushels.	V
Maine	24,731	1,046,121	8
New Hampshire	2,951	80,562	
Vermont	11,395	357,808	
Massachusetts	2,498	45,713	
Connecticut	3,798	53,982	
New York	265,572	4,992,754	1,
New Jersey	12,430	257,301	
Pennsylvania	252,556	4,369,219	1,
Delaware	328	6,560	
Maryland	7,667	174,041	
Virginia	4,755	85,662	
North Carolina	1,552	31,040	
Tennessee	1,312	31,488	
West Virginia	15,056	293,592	
Ohio	12,105	227,574	
Michigan	36,954	565,396	
Indiana	5,996	143,904	
Illinois	5,926	81,779	
Wisconsin	43,955	593,398	
Minnesota	17,903	189,772	
Iowa	15,590	252,558	
Missouri	2,770	60,386	
Nebraska	6,154	131,080	
Oregon	250	5,250	
California	690	12,903	
Total	754,898	14,089,783	5,

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NT SHOWING THE PRODUCT, AREA AND VALUE OF THE POTATO CROP OF 1896.

TED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

AND TERRITORIES.	Acres.	Bushels.	Value.
.....	49.140	8,108,100	$ 3,081,078
re	20,588	2,223,504	1,045,047
.....	27,337	3,499,136	1,014,749
.....	26,854	2,900,232	1,653,132
.....	6,518	684,390	369,571
.....	24,847	2,580,782	1,187,160
.....	385,999	34,353,911	10,649,712
.....	46,005	4,324,470	1,556,809
.....	194,822	21,181,098	5,718,896
.....	5,086	396,708	138,848
.....	23,936	2,154,240	646,272
.....	38,618	3,591,474	1,221,101
a	18,309	1,446,411	621,957
a	4,460	231,920	153,067
.....	5,524	303,820	227,865
.....	1,308	96,100	82,404
.....	6,859	438,976	329,232
.....	5,886	412,020	255,452
.....	9,301	511,555	388,782
.....	12,904	671,008	523,386
.....	24,386	1,468,274	778,185
.....	34,359	2,130,258	852,103
.....	38,294	3,[illegible]61,342	1,104,016
.....	46,353	3,940,005	1,300,202
.....	195,565	17,405,285	4,525,374
.....	208,381	18,337,528	3,484,130
.....	104,184	8,855,640	2,213,910
.....	173,204	16,800,788	4,368,205
.....	161,748	12,616,344	2,397,105
.....	119,955	10,076,220	2,116,006
.....	213,410	20,060,540	4,413,319
.....	100,739	7,857,642	2,435,869
.....	108,202	7,465,938	2,015,803
.....	126,478	11,838,020	2,845,755
.....	63,004	6,048,384	1,209,677
.....	32,453	3,310,206	695,143
.....	4,952	941,840	269,389
.....	2,758	460,586	198,052
.....	32,345	2,846,360	1,337,789
.....	742	53,424	36,328
.....	.....	.....	.....
.....	5,572	863,660	276,371
.....	1,349	256,310	97,398
.....	3,888	629,856	188,957
.....	14,250	1,781,250	712,500
.....	14,935	1,299,345	506,745
.....	22,158	1,772,640	939,499
.....	2,767,465	252,234,540	$72,182,350

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STATEMENT SHOWING THE PRODUCT, AREA AND
OF THE HAY CROP OF 1896.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHING

STATES AND TERRITORIES.	Acres.	Tons.
Maine	939,192	939,192
New Hampshire	590,527	566,906
Vermont	843,831	1,054,789
Massachusetts	573,731	734,376
Rhode Island	72,350	79,585
Connecticut	456,973	488,961
New York	4,239,788	3,434,228
New Jersey	396,354	455,807
Pennsylvania	2,559,250	2,712,805
Delaware	50,942	56,036
Maryland	314,134	273,297
Virginia	589,520	636,682
North Carolina	140,965	177,616
South Carolina	143,536	190,903
Georgia	137,489	189,735
Florida	6,719	9,407
Alabama	65,989	92,385
Mississippi	61,656	83,236
Louisiana	24 721	46,970
Texas	324,622	324,622
Arkansas	159,010	187,632
Tennessee	352,719	493,807
West Virginia	484,751	591,396
Kentucky	385,399	462,479
Ohio	1,749 451	2,204,308
Michigan	1,330,061	1,542,871
Indiana	1,645,101	2,138,631
Illinois	2,058,647	2,840,953
Wisconsin	1,432,404	1,790,505
Minnesota	1 664,826	2,813,556
Iowa	4 612 584	8,025,894
Missouri	2,306,434	3,298,201
Kansas	3.473,167	4,931,897
Nebraska	1,957,835	3,250,006
South Dakota	2,096,344	2,683,320
North Dakota	441,094	727,805
Montana	345 584	476,906
Wyoming	236,003	865,805
Colorado	761,784	1,675,925
New Mexico	36,515	109,545
Arizona	.....	103,501
Utah	181,371	489,702
Nevada	.....	367,909
Idaho	193,139	502,161
Washington	292,025	569,449
Oregon	622,392	1,232,336
California	1,732,406	2,858,140
Total	43,083,134	59,282,158

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TIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Vheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
235,884,700	1,094,255,000	247,277,400	5,473,600	26,295,400
230,722,400	991,898,000	255,743,000	15,365,500	26,718,500
249,997,100	1,092,719,000	271,747,000	14,888,600	26,846,400
281,254,700	932,274,000	270,340,000	15,142,000	32,044,490
309,102,700	850,148,500	240,369,000	14,990,900	32,552,501
292,136 000	1,321,069,000	354,317,500	17,722,100	36,908,600
289,356,500	1,283,827,500	320,884,000	20,374,800	38,710,500
364,194,146	1,342,558,000	406,394,000	21,170,100	34,441,400
420,122,400	1,388,218,750	413,578,560	25,842,790	42,245,630
448,756,630	1,547,901,790	363,761,320	23,639,460	40,283,106
498,549,868	1,717,434,543	417,885,380	24,540,829	45,165,340
383,280,090	1,194,916,000	416,481,000	20,704,950	41,161,330
504,185,470	1,617,025,100	488 250,610	29,960,037	48,953,926
421,086,160	1,551,066,895	571,302,400	28.058 583	50,136,097
512,763,900	1,795,528,432	583,628,000	28.637,594	61,206,652
357,112,000	1,936,176,000	629,409,000	21,756,000	58,360,000
457,218,000	1,665,441,000	624,134,000	24.489,000	59,428,000
456,329,000	1,456,161,000	659,618,000	20.691,000	56,812,000
414,868,000	1,987,790,000	701,735,000	28,415,000	63,884,000
490,560,000	2,112,892,000	751,515,000	28,500,000	66,000,000
399,262,000	1,489,970,000	523,621,000	29,000,000	58,800,000
611,780,000	2,060,154,000	738,394,000	36,000,000	77,400,000
515,949,000	1,628 464,000	661,035,000	.....	.....
396,131,725	1,619,496,131	638,854,850	26,555,446	69,869,496
460,267,416	1,212,770 052	662,036,928	26,727,615	61,490,465
467,102,947	2,151,138,580	824,443,537	27,210,070	87,072,744
427,684,346	2,283,875,165	707,346,404	24,369,047	69,695,223

HARVEST TIME OF THE WORLD.

ving shows the months of the wheat harvest in the different ng sections of the world:

Australia, New Zealand, Chili and Argentine Republic.

and March—East India and Upper Egypt.

wer Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico

ria, Central Asia, China, Japan, Morocco, Texas and Florida.

key, Greece, Italy, Spain, Portugal, South of France, Cali-
on, Louisiana, Mississippi, Alabama, Georgia, Carolina, Ten-
nia, Kentucky, Kansas, Arkansas, Utah, Colorado and Mis-

umania, Bulgaria, Austro-Hungary, South of Russia, Ger-
erland, France, South of England, Nebraska, Minnesota,
owa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New
England and Upper Canada.

Belgium, Holland, Great Britain, Denmark, Poland, Lower
umbia, Manitoba and Dakota.

r and October—Scotland, Sweden, Norway and North of

r—Peru and South Africa.

r—Burmah.

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WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT OF AGRICULTURE.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total Crop, bushels.	Total Acreage.
	Acreage.	Yield, bus.	Av'rage per Acre.	Acreage.	Yield, bus.	Av'rage per Acre.		
1884	28,345,708	356,290,000	12.6	11,130,177	156,475,000	14.0	512,765,000	39,495,885
1885	22,148,553	211,845,000	9.6	12,040,703	145,267,000	12.1	357,112,000	34,189,246
1886	24,534,579	302,412,000	12.3	12,271,605	154,806,000	12.6	457,218,000	36,806,184
1887	24,223,201	292,867,000	12.1	13,418,582	163,462,000	12.2	456,329,000	37,641,783
1888	23,953,800	277,952,000	11.6	13,382,338	137,916,000	10.3	415,868,000	37,336,138
1889	25,384,702	332,243,000	13.1	12,739,157	158,317,000	12.4	490,560,000	38,123,859
1890	23,520,104	255,374,000	10.9	12,567,050	143,888,000	11.4	399,262,000	36,087,154
1891	26,581,283	392,495,000	14.8	13,335,613	219,285,000	16.4	611,780,000	39,916,897
1892	25,989,076	359,191,000	13.8	12,565,354	156,758,000	12.5	515,949,000	38,554,430
1893	22,868,539	275,488,809	12.0	11,760,879	120,642,916	10.3	396,131,725	34,629,418
1894	23,306,500	326 398,840	14.0	11,575,936	133.868,576	11.6	460,267,416	34,882,436
1895	22,609,322	261,242,134	11.6	11,438,610	205,860,813	18.0	467,102,947	34,047,332
1896	22,793,718	267,934,004	11.8	11,824,928	159,750,342	13.5	427,684,346	34,618,646

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AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	All Wheat	Winter Wheat.					Spring Wheat.				Corn.				Oats.			
	September.	April.	May.	June.	July.	September.	June.	July.	August.	September.	July.	August.	September.	October.	June.	July.	August.	September.
1881	73	83	.....	74	80	74	98	89	78	68	90	79	60	66	96	99	97	92
1882	100	102	100	99	105	102	98	97	97	97	85	83	83	81	101	103	102	100
1883	83	80	83.5	75	79	78	105	100	97	96	88	89	84	78	96	99	95	99
1884	98	95.4	94	93	94	97	101	100	98	100	96	96	94	93	93	98	91	95
1885	72	76.3	70	63	65	66	97	96	93	86	94	96	95	95	94	97	96	93
1886	87.8	94.1	94.9	92.7	91.2	90.8	98.5	83.3	80.1	83.5	95.2	80.7	76.6	80	95.9	88.8	87.4	90.9
1887	82	88.1	85.8	84.9	83.5	84	87.3	79.3	78.8	78.1	97.7	80.5	72.3	72.8	91	85 9	85.6	83.4
1888	77.3	82	73.1	73.3	75.6	77 4	92.8	95.9	87.3	77.2	93	95.5	94.2	92	96.4	95.2	91.7	87.2
1889	87.5	94	96	93.1	92	89.4	94.4	83.3	81.2	83.8	90.3	94.8	90.9	91.7	93.8	94.1	92.3	90
1890	75.5	81	80	78.1	76.2	73.5	91.3	94.4	83.2	79.8	93.1	73.3	70.1	70.6	89.8	81.6	70.1	64.4
1891	96.9	96.9	97.9	96.6	96.2	96.7	92.6	94.1	95.5	97.2	92.8	90.8	91.1	92.5	85.1	87.6	89.5	90.7
1892	85 3	81.2	84.0	88.3	89.6	87.6	92.3	90.9	87.3	81.2	81.1	82.5	79 6	79.8	88.5	87.2	86.2	78.9
1893	74	77.4	75.3	75.5	77.7	....	86.4	74.1	67.0	....	93.2	87	76.7	75.1	88.9	88.8	78.3	74.9
1894	83.7	86.7	81.4	83.2	83.9	....	88	68.4	67.1	....	95	69.1	63.4	64.2	87	77.7	76.5	77 8
1895	75.4	81.4	82.9	71.1	65.8	....	97.8	102.2	95.9	....	99.3	102.5	96.4	95.5	84.8	83.2	84.5	86.
1896	74.6	79.1	82.7	77.9	75.6	....	99.9	93.3	78.9	....	92.4	96.0	91.0	90.5	98.8	96.3	77.3	74.

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THE WHEAT CROP OF THE WORLD.

Compiled by United States Department of Agriculture, August 7th, 1896.

The following is an estimate of the world's wheat crop, by cou for the year 1895, as compared with the preceding four years, exc of countries for which neither official returns nor commercial esti are to be had, such as China, Morocco, Ceylon, etc. Wherever avai official figures, either preliminary or final, have been used. It is un nate that in some important wheat-growing countries official retu wheat production are not made. In such cases commercial esti have been used.

In the countries of the Southern Hemisphere the wheat harvest place from November to February, and the estimate given for these tries are for the twelve months ending October 31 of the year indica the head of each column. The unit of measure used is the Winc bushel, which has a capacity of 2,150.42 cubic inches. Where the or quantities are stated by weight they have been reduced to bushels o somewhat arbitrary standard of 60 pounds of wheat to the bushel.

An analysis of the table reveals the fact that the total world's pr increased from 2,432,322,000 bushels in 1891 to 2,672,341,000 bush 1894, falling to 2,552,677,000 bushels in 1895.

Five countries—Montenegro, Central Siberia and Central Asia, W Siberia, Transcaucasia and Finland—have not heretofore appeared i ulated statements:

Country.	1891.	1892.	1893.	1894.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*
United States	611,780,000	515,949,000	396,132,000	460,267,000
Ontario	33,611,000	29,690,000	22,416,000	20,507,000
Manitoba	23,923,000	14,909,000	16,108,000	17,714,000
Rest of Canada	5,101,000	5,102,000	4,126,000	6,362,000
Total Canada	62,635,000	49,701,000	42,650,000	44,583,000
Mexico	15,000,000	14,000,000	15,000,000	18,000,000
Total North America	689,415,000	579,650,000	453,782,000	522,850,000
Argentine	32,000,000	36,000,000	57,000,000	80,000,000
Uruguay	2,805,000	3,292,000	5,703,000	8,915,000
Chile	18,000,000	16,500,000	19,000,000	16,000,000
Total South America	52,805,000	55,792,000	81,703,000	104,915,000
Austria	41,074,000	50,174,000	43,660,000	48,190,000
Hungary	139,294,000	142,558,000	158,425,000	141,858,000
Croatia-Slavonia	6,597,000	7,071,000	8,223,000	8,786,000
Bosnia-Herzegovina	1,800,000	2,000,000	2,000,000	2,000,000
Total Austria-Hungary	188,765,000	201,803,000	212,308,000	200,834,000
Montenegro	220,000	250,000	250,000	250,000
Servia	8,000,000	10,000,000	8,651,000	7,500,000
Roumania	48,491,000	63,942,000	60,115,000	43,587,000
Turkey in Europe	22,500,000	20,000,000	20,000,000	20,000,000
Bulgaria	40,902,000	40,441,000	35,987,000	30,600,000
Greece	5,675,000	4,500,000	6,500,000	5,500,000
Italy	141,466,000	115,685,000	135,227,000	121,595,000
Spain	71,349,000	82,288,000	93,484,000	105,600,000

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E WHEAT CROP OF THE WORLD.—CONTINUED.

y.	1891.	1892.	1893.	1894.	1895.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
.....	7,000,000	6,000,000	5,500,000	9,000,000	7,000,000
....	219,261,000	310,836,000	277,509,000	347,537,000	339,129,000
.....	2,500,000	4,000,000	3,300,000	4,500,000	5,000,000
.....	85 750,000	116,215,000	110,040,000	110,681,000	110,000,000
.....	16,500,000	19,500,000	17,300,000	19,800,000	18,000,000
.....	3,504,000	5,380,000	4,971,000	4,346,000	5,000,000
.....	74,401,000	60,407,000	50,800,000	61,038,000	38,348,000
.....	2,615,000	2,214,000	1,666,000	1,532,000	1,109,000
Kingdom...	77,016,000	62,621,000	52,466,000	62,570,000	39,457,000
.....	4,666,000	4,964,000	4,601,000	4,162,000	4,500,000
.....	4,341,000	4,343,000	3,893,000	4,467,000	3,798,000
.....	250,000	250,000	275,000	275,000	260,000
nments)...	168,767,000	241,611,000	371,851,000	339,667,000	292,271,000
rnmemts)..	12,683,000	24,444,000	21,603,000	16,749,000	17,387,000
(3 gov'mts)	72,000,000	71,0 2,000	68,307,000	61,679,000	67,127,000
.....	126,000	113,000	10 ,000	130,000	100,000
n Europe..	253,576,000	337,570,000	461,861,000	418,225,000	376,885,000
.....	1,201,732,000	1,410,588,000	1,514,298,000	1,521,029,000	1,443,233,000
7 gov'mts)	46,747,000	47,000,000	47,000,000	47,000,000	47,000,000
(2 govmts)	10,000,000	15,000,000	19,997,000	30,608,000	26,020,000
ndCentral rnments)..	8,000,000	10,000,000	10,000,000	10,000,000	10,479,000
n Asia.....	64,747,000	72,000,000	76,997,000	87,608,000	83,499,000
.....	236,704,000	206,640,000	268,539,000	252,784,000	234,379,000
.....	45,000,000	44,000,000	48,000,000	45,000,000	46,000,000
.....	20,630,000	18,567,000	20,000,000	22,000,000	22,000,000
.....	18,277,000	15,741,000	16,848,000	16,000,000	16,500,000
.....	2,000,000	2,000,000	2,000,000	2,000,000	2,200,000
.....	407,358,000	358,948,000	432,384,000	425,392,000	404,578,000
.....	11,140,000	8,252,000	10,000,000	12,000,000	14,000,000
.....	7,000,000	8,000,000	4,000,000	10,700,000	7,500,000
.....	26,184,000	19,979,000	20,274,000	28,900,000	24,800,000
.....	2,813,000	3,500,000	4,014,000	3,195,000	2,542,000
.....	47,137,000	39,731,000	38,288,000	54,795,000	48,842,000
s.	3,764,000	4,039,000	7,032,000	6,708,000	7,268,000
.....	13,153,000	14,110,000	15,282,000	15,736,000	11,807,000
.....	9,696,000	6,639,000	9,531,000	14,047,000	8,027,000
lia.....	480,000	305,000	443,000	537,000	176,000
.....	663,000	967,000	1,051,000	860,000	899,000
.....	5,904,000	10,581,000	8,642,000	5,046,000	8,727,000
.....	215,000	405,000	477,000	426,000	562,000
ia	33,875,000	37,096,000	42,458,000	43,360,000	32,461,000

RECAPITULATION BY CONTINENTS.

	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
.....	689,415,000	579,630,000	453,782,000	522,860,000	533,563,000
.....	52,805,000	55,792,000	81,703,000	104,915,000	85,000,000
.....	1,201,732,000	1,410,588,000	1,514,298,000	1,521,029,000	1,443,233,000
.....	407,358,000	358,948,000	432,384,000	425,392,000	404,578,000
.....	47,137,000	39,731,000	38,288,000	54,795,000	48,842,000
.....	33,875,000	37,096,000	42,458,000	48,360,000	32,461,000
.....	2,432,322,000	2,481,805,000	2,562,913,000	2,672,341,000	2,552,677,000

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PACKING AND PROVISIONS.

PORK PRODUCTS.

There was a slight falling off in the volume of business in packi
products during the past year as shown by the following table:

	1893.	1894.	1895.	
Received, pounds.....	209,990,945	230,087,161	215,198,650	19
Shipped, pounds.....	285,323,741	345,491,499	337,911,899	30
Totals, pounds.....	495,314,685	575,578,659	553,110,549	49

Nevertheless, the business of our local dealers and packers w
satisfactory, and the product of St. Louis curers retained its pro
in domestic consumptive markets, and commanded the highest pr

The packing of the season of 1895-96 showed a slight increas
387,697 head, as against 373,165 for the season of 1894-95. The pac
the twelve months ending March 1st, 1895, was 837,377 hogs.

The relative positions of the principal packing points is show
following statement of the number of hogs packed the past four
reported by the Cincinnati *Price Current:*

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city still holds fourth place among the prominent packing

Total number of hogs packed in the West for twelve months
March 1st, at fifteen places mentioned, with comparisons for
years:

	1895-96.	1894-95.	1893-94.	
Chicago.....	5,490,410	5,293,202	4,219,567	
Kansas City.....	2,104,213	2,105,333	1,473,223	
Omaha.....	1,002,800	1,550,821	1,023,261	
St. Louis.....	837,377	869,458	578,873	
Indianapolis.....	675,340	683,256	510,813	
Milwaukee & Cudahy.....	717,314	702,877	345,896	
Sioux City.....	190,000	335,320	200,900	
Cincinnati.....	559,780	536,790	382,818	
St. Paul.....	348,035	380,404	229,278	
Cedar Rapids.....	347,904	353,808	313,141	
Cleveland.....	432,752	453,108	405,124	
Louisville.....	238,162	262,273	217,947	
Ottumwa.....	335,053	385,400	225,000	
Nebraska City.....	125,590	233,576	179·182	
St. Joseph.....	215,500	417,291	261,500	
Fifteen places.....	13,620,230	14,562,917	10,566,523	1
All other.....	1,390,405	1,440,728	1,038,483	
Aggregate.....	15,010,635	16,003,645	11,605,006	1

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DRESSED BEEF.

ILIP H. HALE, Publisher National Live Stock Reporter.

of Cattle at the St. Louis market in 1896 were the largest it was due to the increased importance of the dressed beef ar 1896 exhibits an increased killing of 89,924 cattle and The increased slaughter of cattle in the dressed beef trade . and the killing of calves increased 44 per cent. this being he previous year. All four houses engaged in this trade and continued increase since establishment. The total 96 was 540,230 cattle and 58,330 calves, against 450,306 cattle es in 1895, and 355,677 cattle and 32,609 calves in 1894. The he year in the aggregate were 248,746,200 pounds against ds in 1895 and 196,059,375 pounds in 1894. This business d the limit of possibility. The output of St. Louis is in- he amount of dressed beef from other cities is rapidly de- 894 receipts of dressed beef from the Northern and Western 612,340 pounds; in 1895 the receipts were reduced to 42,895,- d receipts in the year 1896 were only 17,847,900 pounds. The ut of St. Louis was 10,000,000 pounds, and the increased tion of St. Louis dressed beef was 25,000,000 pounds.

CALVES SLAUGHTERED AT ST. LOUIS BY DRESSED BEEF HOUSES.

	Cattle, head.	Calves, head.
.....	540,230	58,330
.....	450,306	40,323
.....	355,677	32,609
.....	274,579	29,672
.....	180,790	8,531
.....	138,153	2,862
.....	131,134	2,735
.....	56,684	1,899

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RECEIPTS OF DRESSED BEEF IN POUNDS.

	1895.	
By Chicago & Alton (Mo. Div.) R. R	28,678,500	3,806
By Missouri Pacific R. R	10,224,700	10,78
By Wabash (West) R. R	477,000	1,47
By Chicago & Alton (Main Line) R. R	997,900	1,01
By St. Louis, Vandalia & Terre Haute R. R	50,000	....
By St. Louis, Keokuk & Northwestern R. R	2,467,370	32
By Wabash (East) R. R	.....	45
Total pounds	42,895,470	17,84

SHIPMENT OF DRESSED BEEF IN POUNDS.

Chicago & Alton R. R., (Mo. Div.)	.....	....
Missouri Pacific R. R	20,400	31
St. Louis & San Francisco R. R	92,100	40
St. Louis Southwestern R. R	55,600	5
St. Louis, Iron Mountain & Southern R. R	2,292,300	2,01
Illinois Central R. R	11,500	22
Louisville & Nashville R. R	1,682,600	3,58
Louisville, Evansville & St. Louis R. R	81,100	13
Baltimore & Ohio Southwestern R. R	43,775,100	26,16
Chicago & Alton R. R	67,000	95,05
Cleveland, Cincinnati, Chicago & St. Louis R. R.	61,581,400	23,03
Vandalia & Terre Haute R. R	45,429,800	38,98
Wabash R. R. (East)	79,193,700	59,19
Toledo, St. Louis & Kansas City R. R	4,547,700	4
Chicago, Peoria & St Louis R. R	50,000	...
St. Louis, Keokuk & Northwestern R. R	30,900	...
Missouri, Kansas & Texas R. R	.....	14
River	55,400	9
Total pounds	238,966,600	248,74

Shipments of Canned Beef in 1896 were 5,299,940 pounds.

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St. Louis & San Francisco R. R.	.....	1,806,200	3,003,600	1,767,700	.....	228,800	96,100	2,303,700
Wabash R. R (West).	310	3,556,500	23,419,700	9,011,600	.....	288,300	.....	238,600
St. Louis, Kan. City & Colo. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	.....	1,263,400	2,635,500	606,900	1	375,000	712,300	296,500
St. Louis Southwestern R. R.	.....	.....	600	.....	54	565,640	3,225,700	844,250
St. Louis, Iron Mountain & Southern R.R	.....	26,800	95,700	120,300	1,180	1,499,370	47,119,550	6,626,556
Illinois Central R. R.	.....	.....	62,200	20,400	1,911	1,060,600	20,720,900	10,274,100
Louisville & Nashville R. R.	.....	1,800	5,900	42,800	3,862	952,900	13,492,050	7,652,100
Mobile & Ohio R. R.	.....	.....	400	12,700	2,311	1,316,600	46,309,900	7,556,800
Louisville, Evansville & St. Louis R. R.	.....	.....	.....	22,500	9	335,300	8,674,260	4,758,100
Baltimore & Ohio S. W. R. R.	.....	.....	25,000	7,500	103	3,093,200	1,684,500	3,441,100
Chicago & Alton R. R	175	107,300	5,722,600	1,600	437	5,038,500	1,112,000	8,580,200
Cleveland, Cin., Chicago & St. L. R R	290	.....	100,000	78,000	111	3,061,300	1,318,900	2,983,200
Vandalia & Terre Haute R. R.	25	58,900	413,400	11,700	.....	4,411,700	645,900	1,201,400
Wabash R. R. (East.)	1,880	.....	15,642,500	.....	2,205	12,236,200	6,898,900	12,976,980
Toledo, St. Louis & Kansas City R.R.	.....	.....	.....	.....	9	5,422,500	13,670,800	2,361,200
Chicago, Peoria & St. Louis R. R.	.....	50,000	1,930,300	5,500	.....	300	146,900	838,900
Chic., Burl. & Quincy R. R.	.....	.....	12,325,000	2,683,000	.....	200	300,000	72,700
St. Louis, Keokuk & Northwestern R. R.	385	2,341,500	36,060,500	3,265,400	.....	25,000	211,400	15,200
St. Louis, Chicago & St. Paul R. R	.....	.....	.....	400	6	3,300	73,800	20,000
St. Louis & Eastern R. R	.....	.....	.....	.....	.....	7,500	2,100	6,700
Upper Mississippi River	.....	5,000	68,500	1,500	36	31,800	115,800	70,600
Lower "	.....	1,000	2,500	17,200	5,225	245,990	2,333,450	9,216,897
Illinois "	.....	4,000	35,500	7,700	17	8,700	14,470	4,100
Missouri "	.....	.....	3,000	.....	2	10,200	3,250	4,970
Ohio, Cumberland & Tenn. Rivers	.....	.....	.....	.....	16	20,300	246,800	210,400
Total 1896	4,235	11,614,300	160,355,160	23,707,600	17,492	40,756,230	171,407,470	84,875,547
" 1895	2,965	14,270,300	173,425,900	26,939,100	15,186	33,714,082	208,100,011	94,731,066
" 1894	3,664	10,649,000	190,864,000	27,878,000	15,668	29,432,596	222,993,251	90,088,732
" 1893	3,516	8,137,940	177,748,680	23,436,285	10,683	21,051,552	190,566,466	71,675,953
" 1892	10,230	11,849,874	225,854,934	24,696,352	20,369	36,728,107	246,099,712	82,713,571
" 1891	3,658	12,464,015	242,183,375	37,417,835	26,521	30,296,345	242,878,149	80,382,032
" 1890	5,528	13,676,404	256,093,419	32,463,302	40,989	33,085,483	261,307,241	77,575,403
" 1889	2,679	8,018,995	181,582,769	24,869 848	29,447	23,553,594	204,783,266	80,878,803
" 1888	6,431	8,947,768	124,641,079	15,187,970	24,901	21,592,974	141,759,362	78,154,931

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RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS

RECEIPTS FOR TWENTY-NINE YEARS.				SHIPMENTS FOR TWENTY-NINE Y		
Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.	Year.	Pork, Bbls.	Hams, Meats, Lbs.
1896	4,235	171,969,400	23,707,600	1896	17,492	212,163,700
1895	2,965	187,696 200	26,939,100	1895	15,186	241,814,093
1894	36,540	201,513,000	27,878,000	1894	15,668	252,425,847
1893	3.516	185,886,620	23,436,285	1893	10,683	211,618,018
1892	10,220	237,703,808	24,696,352	1892	20,369	282,827,819
1891	3,658	254,647,388	37,417,835	1891	26,521	273,174,494
1890	5,528	269,769,823	32,463,302	1890	40,989	294,392,724
1889	2,679	189,601,764	24,869 848	1889	29,447	228,336,860
1888	6,431	133,588,847	15 187,970	1888	24,901	163,352,336
1887	5,275	94,579,080	18,936,881	1887	38,281	143,934,139
1886	6,667	67,853,334	11,924,131	1886	46,816	117,302,729
1885	6,632	81,454,040	8,906,586	1885	66,316	128,709,562
1884	9,050	78,946,821	10,742,561	1884	57,194	132,563,029
1883	9,656	119 365 201	9,975,552	1883	75,239	163,150,959
1882	78,502	92,217,813	18,480,610	1882	100,139	140,785.135
1881	17,692	77.736,968	16,526,606	1881	71,826	139,012.260
1880	13,658	77,376,418	8,248,208	1880	79,416	146,362,997
1879	32,113	92,983,380	8,415,176	1879	89,385	159,398,870
1878	52,200	58 611,064	7,019,741	1878	112,375	125,602,088
1877	45,482	48,203,972	7,087,001	1877	108,768	119,955,382
1876	45,632	50,290,716	6,067,325	1876	86,141	106,803,076
1875	46,547	51,556,146	6,732,320	1875	95,503	105,809,598
1874	55,453	52,104,380	6,877,560	1874	90,343	133,486,380
1873	57,476	50,071,760	8,981,820	1873	105,876	184.392,770
1872	60,207	63,434,860	11,288,890	1872	114,329	147,141,960
1871	88,442	57,804,350	10,093 460	1871	131,732	123,665,060
1870	77,398	44,494,770	6,215,150	1870	115,236	77,501,130
1869	78,236	47,225,140	7,778,410	1869	120,002	75,755,450
1868	85,127	46,753,360	5,941,650	1868	130,268	58,229,270
1						

STOCK OF PROVISIONS AT ST. LOUIS ON DATES NAMED.

Articles.	March 1, 1896.	March 1, 1895.	March 1, 1894.	March 1, 1893.	M
Pork, bbls	3,229	3,857	1,468	582	
Lard, tierces	8,985	2,441	2.702	3,323	
Shoulders, pounds	1,763,929	1,646,625	896,900	908,000	2
Sides, pounds	9,672,349	10,857,400	7,225,843	7,433,500	17
Hams, pounds	8,191,852	8,274,980	4,381,731	4,931,200	7
Bellies	3,528,817	1,759,851	750,000	.....	....
Other cuts	1,062.327	.....	.....	.....	....

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AL SUMMARY OF PACKING FOR THE YEAR.

he West during 1895-96, compared with the preceding year
ibits, according to compilations by the Cincinnati Price

WINTER SEASON.

o March 1—	1895-96.	1894-95.
s packed	6,815,800	7,191,520
	375,720	
eight, lbs	240.71	232.73
	7.98	
of lard, lbs	35.53	33.62
	1.91	
ld of lard	14.76	14.44
	.32	
0 lbs., alive	$3.68	$4.28
	.60	
weight, lbs	1,640,620,000	1,673.702,000
	33,082,000	
ade, lbs	918,747,000	937,273,000
	18,526,000	
	242,207,000	241,801,000
	406,000	
d lard, lbs	1,160,954,000	1,179,074,000
	18,120,000	
of hogs	$60,418,000	$71,689,000
	11,271,000	
, 330 lbs	733,900	732,700
	1,200	
e, barrels	167,810	185,935
	18,125	
rrels	156,685	188,975
	32,290	
ds, barrels	324,495	374,910
	50,415	

e average weight as in 1894-95 the total weight of hogs
t winter would be equivalent to 7,049,000 hogs, or a decrease
0 hogs in number and weight or 2 per cent.

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SUMMER SEASON.

March 1 to November 1—	1895.
Number of hogs packed	8,194,835
Decrease	617,970
Average live weight, lbs	226.52
Decrease	3.46
Average yield of lard, lbs	33.10
Increase	.05
Percentage yield of lard	14.61
Increase	.23
Cost of hogs, 100 lbs., alive	$4.41
Decrease	.57
Aggregate live weight, lbs	1,856,265,000
Decrease	170,381,000
Green meats made, lbs	1,039,508,000
Decrease	95,414,000
Lard made, lbs	271,260,000
Decrease	19,994,000
Total meats and lard, lbs	1,310,768,000
Decrease	115,408,000
Aggregate cost of hogs	$81,850,000
Decrease	$19,140,000
Tierces of lard, 330 lbs	822,000
Decrease	60,600

TOTAL FOR TWELVE MONTHS.

Year ending March 1—	1895-96.
Number of hogs packed	15,010,635
Decrease	993,010
Average live weight, lbs	232.96
Increase	1.74
Average yield of lard, lbs	34.21
Increase	.90
Cost of hogs, 100 lbs., alive	$4.07
Decrease	.60
Aggregate live weight, lbs	3,496,885,000
Decrease	203,463,000
Green meats made, lbs	1,958,255,000
Decrease	113,940,000
Lard made, lbs	513,467,000
Decrease	19,588,000
Total meats and lard, lbs	2,471,722,000
Decrease	133,528,000
Aggregate cost of hogs	$142,268,000
Decrease	$30,411,000
Tierces of lard, 330 lbs	1,555,900
Decrease	59,400

There is more or less barreled pork made during the sumn each year; in 1895, from March 1 to November 1, a total of 38,8 of mess, and 155,070 barrels of other pork, making in all 193,920

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PACKING AT ST. LOUIS FOR THIRTY SEASONS.

	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
...	387,697	224.73 gross.	32.02	$3.68
...	373,162	223.61 "	31.55	4.28
...	255,084	234.33 "	33.82	5.26
...	226,206	219.04 "	31.20	6 47
...	350,483	234.39 "	31.84	4 02
...	291,332	241.91 "	33.41	3 65
...	348,310	241.48 "	32.16	3 69
...	336,176	253.42 "	33.12	4.95
...	369,790	233.05 "	30.21	5.14
...	370,866	245.42 "	35.49	4.30
...	369,130	257.21 "	34.29	3.74
...	442,087	259.74 "	34.60	4.35
...	382,222	249 70 "	33.45	5.20
...	327,004	259.81 "	34.53	6.33
...	316,379	253.97 "	35.13	6.21
..	474,159	250.86 "	35.56	4.62
..	577,793	258.18 "	36.08	4 05
...	629,261	264 "	40.45	2.83
...	509,540	270 "	38.20	3.96
...	414,747	255 "	39.55	5.70
...	329,895	268.47 "	36.56	7.17
...	462,246	240 "	30.	7.00
...	463,793	261.53 "	34.18	.....
...	538,000	260 "	34.50	.....
...	419,032	263.15 "	35.17	.....
...	305,600	216 Net.	.....	.....
...	241,316	190.50 "	.....	.....
...	231,937	189.27 "	.....	.....
...	237,160	193.91 "	.....	.....
...	183,543	222.34 "	.....	.....

SUMMER PACKING AT ST. LOUIS.

	Number of Hogs.	Average Gross Weight.
...	676,975	208.55
...	449,680	220
...	496,293	222:80
...	323,789	218
...	304,428	223
...	313,705	218.74
...	356,768	232.24
...	390,792	233.14
...	346,281	225
...	313,591	245
...	351,048	245
...	244,004	248
...	269,814	230.80
...	225,000	235
...	215,176	217.86
...	350,000	235
...	410,000	240
...	350,000	250
...	142,000	255
...	148,277	247
...	131,158	226.43
...	102,424	220
...	150,962	209
...	132,155	244.26

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PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1,	1895-96	8
" "	1894-95	8
" "	1893-94	5
" "	1892-93	5
" "	1891-92	6
" "	1890-91	6
" "	1889-90	7
" "	1888-89	6
" "	1887-88	6
" "	1886-87	7
" "	1885-86	6
" "	1884-85	7
" "	1883-84	6
" "	1882-83	5

WINTER PACKING IN THE WEST FOR TWENTY-ONE SEASO

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.
1875—76	4,880,135	217 71	35.45
1876—77	5,101,308	215.92	34.08
1877—78	6,505,446	226.04	38.61
1878—79	7,480,648	217 14	39.40
1879—80	6,950,451	212.94	36 32
1880—81	6,919,456	207.71	35.65
1881—82	5,747.760	210.16	36.44
1882—83	6,132,213	213.62	35.43
1883—84	5,402,064	201.15	33.25
1884—85	6,460,240	266.51	36.02
1885—86	6.298,995	258.98	35.22
1886—87	6,489,009	251.31	33.54
1887—88	5,921,181	242 30	31.06
1888—89	5.483,853	263.46	34.76
1889—90	6,663,802	250.92	36.37
1890—91	8,173,126	239.75	33.45
1891—92	7,761,216	247.64	34.64
1892—93	4,663,520	227.73	31 66
1893—94	4,884,082	248.20	36.07
1894—95	7.191,520	232.73	33.62
1895—96	6,815,800	240.71	35.53

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MER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

	Number Hogs.	Av. gro. wt.	Av. Yield Lard.
	4,803,689	231.52	32.12
	3,210,787	221.40	30.70
	3,781,036	245.31	35.77
	4,058,868	234.58	32 44
	4,964,572	234.58	32.44
	4,644,003	238.93	34.01
	5,611,526	227.00	30.98
	5,315,122	231.88	31.85
	6,881,501	246.28	35.94
	9,540,008	238.47	36.20
	6,696,398	221.76	31.29
	7,757,110	222.42	31.23
	6,721,000	240.41	34.64
	8,812,125	229 96	33.05
	8,194,835	226.52	33.10
	9,908,735	242.27	40.73

MPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1, FOR SIXTEEN YEARS.

Summer.	Winter.	Total.	Years.	Summer.	Winter.	Total.
8,194,835	6,815,800	15,010,635	1887-88	5,611,526	5,921,181	11,532,707
8,812,125	7,191,520	16,003,645	1886-87	5,644,003	6,480,009	12,083,012
6,720,924	4,884,082	11,605,006	1885-86	4,964,572	6,298,995	11,263,567
7,757,110	4,633,520	12,390,630	1884-85	4,058,868	6,460,840	10,519,108
6,696,398	7,761,216	14,457,614	1883-84	3 781,036	5,402,064	9,183,100
9,540,008	8,173,126	17,713,134	1882-83	3,210,787	6,132,212	9,342,999
6,881,501	6,663,802	13,545,303	1881-82	4,803,689	5,747,760	10,551,449
5,315,122	5,483,852	10,798,974	1880-81	5,323,898	6,919,456	12,243,354

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EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1896,

As reported by Mr. Worthington C. Ford, Chief of Bureau of Statistics, Washington.

Customs Districts from which Exported.	Beef, Canned, Pounds.	Beef, Fresh, Pounds.	Beef, Salted or Pickled, or other Cured, Pounds.	Tallow, Pounds.	Bacon, Pounds.	Hams, Pounds.	Pork, Fresh and Pickled, Pounds.	Lard, Pounds.
Baltimore	14,087,838	10,436,510	27,644,442	9,240,593	17,207,672	2,417,903	3,689,954	91,127,738
Boston	3,522,397	101,835,988	7,269,240	12,783,324	167,619,732	63,417,340	3,197,081	78,761,492
Newport News	903,915	.....	279,133	417,432	481,065	372,207	603,655	23,948,931
New York	29,608,411	163,463,604	37,556,219	47,279,011	169,804,864	56,796,817	40,562,217	249,379,744
Norfolk	.....	.....	.....	.....	45,295	.....	266,000	10,312,580
Philadelphia	2,403,580	4,332,868	5,477,758	4,202,336	28,890,113	12,712,682	1,057,490	11,659,874
Portland	1,983,988	.....	33,246	497,488	17,816,506	507,149	695,750	3,968,251
Mobile	36,700	.....	74,150	12,629	41,472	36,941	642,800	745,631
New Orleans	1,078,456	.....	385,107	4,451,715	239,109	208,870	340,065	25,653,745
Paso del Norte	35,604	.....	1,184	26,341	39,385	59,658	.....	400,521
Puget Sound	547,579	32,189	305,004	121,319	452,599	472,030	118,561	200,977
San Francisco	972,870	.....	1,607,600	4,995,532	108,330	434,479	173,257	767,330
Detroit	1,655,900	2,821,700	3,995,220	402,080	6,052,500	10,850,075	7,364,700	17,837,150
Huron	3,915,903	.....	728,320	148,654	27,898,807	4,808,893	3,411,107	7,169,821
North and South Dakota	302,386	.....	13,700	327,254	93,687	19,632	13,500	94,659
Other districts	113,400	2,613	522,933	543,378	68,524	3,798,176	1,723,376	4,091,759
Total Exports, 1896	61,168,927	282,925,463	85,893,256	85,449,086	436,859,660	156,912,852	63,859,513	526,320,203
" " 1895	61,513,912	184,358,114	65,101,122	24,377,117	455,580,851	110,360,526	70,135,054	517,369,470
" " 1894	59,524,794	204,314,960	65,360,094	34,576,587	440,544,068	95,945,141	63,675,407	479,703,309
" " 1893	63,710,539	172,897,488	54,307,218	62,233,839	347,636,890	81,775,512	50,594,673	341,834,808
" " 1892	90,112,775	232,983,369	70,360,653	87,022,614	523,458,670	82,296,622	78,193,253	463,910,026
" " 1891	86,125,190	202,989,789	73,199,874	93,007,574	484,654,281	81,175,274	75,425,723	438,935,799
" " 1890	104,913,390	182,505,816	110,797,355	119,221,026	520,024,941	85,497,390	79,232,601	521,174,240
" " 1889	71,769,708	170,992,606	73,125,822	99,637,118	471,743,869	55,547,750	77,460,447	398,337,428
" " 1888	45,298,849	106,411,092	50,483,681	75,470,826	302,128,689	40,243,275	57,820,187	270,245,146
" " 1887	43,522,195	79,677,729	41,871,632	84,899,951	366,869,582	49,853,172	60,877,176	300,033,651

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EEKLY PRICES OF PROVISIONS FOR 1896.

	Pork.		Lard.		D. S. Clear Rib.		Bacon. Clear Rib.	
	Mess.		Prime Steam.		Bulk.		Packed.	
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
.....	9 00	@ 9 30	5 15	@5 25	4 45	@ 4 60	5 12½	@5 50
.....	9 50	9 87½	5 25	5 40	4 50	4 90	5 50	5 75
.....	9 50	10 45	5 20	5 60	4 65	5 30	5 37½	5 75
.....	10 12½	10 90	5 50	5 70	5 20	5 50	5 87½	6 00
.....	10 12½	10 75	5 50	5 75	5 30	5 60	5 85	6 00
.....	10 00	10 85	5 40	5 60	5 30	5 50	5 85	6 00
.....	9 90	10 25	5 25	5 40	5 20	5 50	5 40	5 75
.....	9 50	10 00	5 25	5 37½	5 25	5 35	5 37½	5 70
.....	9 25	10 00	5 25	5 30	5 05	5 35	5 50	5 80
.....	9 80	10 00	5 15	5 25	5 20	5 35	5 50	5 70
.....	9 75	10 00	5 10	5 20	5 20	5 30	5 80	5 85
.....	9 25	9 75	4 95	5 05	4 90	5 20	5 62½	5 80
.....	8 90	9 10	4 85	4 90	4 85	4 90	5 50	5 62½
.....	8 50	8 75	4 80	4 90	4 80	5 00	5 40	5 60
.....	8 75	8 80	4 80	4 90	4 75	4 85	5 40	5 45
.....	8 75	9 00	4 72½	4 80	4 55	4 75	5 25	5 37½
.....	8 50	8 80	4 65	4 70	4 40	4 50	5 12½	5 25
.....	8 25	8 50	4 55	4 60	4 20	4 40	4 80	4 90
.....	7 87½	8 12½	4 55	4 60	4 25	4 45	4 90	5 00
.....	7 70	7 80	4 35	4 50	4 15	4 30	4 80	4 87½
.....	7 37½	7 60	4 07½	4 30	4 10	4 20	4 75	4 85
.....	7 10	7 25	4 00	4 10	3 90	4 10	4 50	4 65
.....	6 87½	7 15	3 85	4 00	3 77½	4 10	4 40	4 60
.....	7 00	7 25	3 90	4 10	4 00	4 15	4 50	4 65
.....	7 10	7 45	3 92½	4 10	4 00	4 10	4 50	4 65
.....	7 10	7 35	3 75	3 90	3 85	3 90	4 37½	4 50
.....	7 00	7 25	3 75	3 90	3 70	3 85	4 25	4 37½
.....	6 62½	6 85	3 35	3 50	3 50	3 75	4 00	4 25
.....	6 40	6 75	3 35	3 50	3 65	3 75	4 20	4 25
.....	6 37½	6 60	3 07½	3 20	3 35	3 50	4 00	4 12½
.....	6 25	6 40	2 95	3 05	3 20	3 35	4 00	4 10
.....	6 50	6 65	3 05	3 20	3 55	3 70	4 12½	4 25
.....	6 12½	6 50	3 07	3 20	3 45	3 55	4 12½	4 20
.....	6 12½	6 50	3 10	3 25	3 45	3 60	4 00	4 20
.....	6 10	6 40	3 17½	3 25	3 35	3 40	4 00	4 12½
.....	6 00	6 20	3 12½	3 25	3 30	3 35	4 00	4 12½
.....	5 90	6 20	3 10	3 20	3 25	3 35	4 00	4 12½
.....	5 87½	6 12½	3 15	3 30	3 30	3 40	3 95	4 12½
.....	6 00	6 30	3 40	3 60	3 37½	3 60	4 00	4 15
.....	6 00	6 70	3 60	3 95	3 50	3 75	4 12½	4 25
.....	6 75	7 00	3 77½	4 00	3 60	3 90	4 37½	4 50
.....	7 00	7 50	4 02½	4 40	4 10	4 35	4 55	4 87½
.....	7 35	7 80	4 10	4 50	3 95	4 10	4 50	4 60
.....	7 40	7 80	4 07½	4 30	4 00	4 10	4 37½	4 40
.....	7 50	7 75	3 95	4 10	4 00	4 10	4 37½	4 40
.....	7 40	7 75	3 95	4 10	4 05	4 15	4 50	4 75
.....	7 25	7 40	3 70	3 90	3 85	4 10	4 37½	4 60
.....	7 40	7 60	3 75	3 90	3 75	4 00	4 50	4 62½
.....	7 20	7 70	3 67½	3 90	4 12½	4 25	4 62½	4 75
.....	7 20	7 85	3 60	3 80	4 00	4 20	4 37½	4 60
.....	7 35	7 60	3 60	3 70	4 00	4 20	4 50	4 70
.....	7 35	7 50	3 60	3 70	3 90	4 10	4 37½	4 50
.....	7 40	7 60	3 65	3 70	4 00	4 10	4 37½	4 50

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LIVE STOCK.

By JAS. MACCALLUM, Editor Union Stock Yard Journal.

As a Live Stock market St. Louis makes a most remarkable showi 1896. All previous records of the receipt of cattle, hogs and sheep been eclipsed, the year showing an increase of over three-quarters million head. This is due largely to the energy and business tact o firms engaged in the Live Stock commission business at both the St. Stock Yards and to the geographical position of the city, it being i center of a country rich in Live Stock and easily reached by shippe the North, West and South. The city's natural advantages have appreciated by both buyer and shipper, who thereby enjoy a mark mutual benefit, and the great increase in number of animals receiv also apparent in the large increase of animals slaughtered, indicating St. Louis as a place of final shipment is rapidly becoming the large the country. The dressing of beef, veal and mutton for shipmen become a vast industry. The packing and curing of pork has also incr in the same proportion, and St. Louis is noted for the excellence o meats. The shipment of cattle for stocking and feeding also displ heavy increase this year, which is notable and gratifying. The ca adherence to the health laws by the authorities has proved of benefit to shipper and consumer.

CATTLE.

Throughout the year the native cattle trade presented a very market. The heavy run of cattle brought prices generally much b those of 1895. The lowest prices for choice butcher cattle were pa the month of April and averaged $4.00 per 100, a direct contrast t previous year, when they averaged $6.10 per 100. Prices were maint on a basis of $4.00 to $4.10 for top prices until July, when they beg increase until December, when they sold at $5.10.

The trade in stock and feeding cattle at St. Louis has developed i very large business; much more being done in that class of cattle ever before. The dairy cattle trade also shared the general incr Fed Texas cattle sold at the beginning of the year at $3.25 to $3. January advanced prices went up to $4.10 for tops, and then subsided in March; the bulk sold at $3.15 to $3.65. In April, May and June p on fed Texans ranged from $3.00 to $3.65; grass cattle at that time se from $2.10 to $2.65. In July there were practically no fed steers o market and the bulk of grass cattle sold from $2.00 to $2.50, the ext range being from $1.90 to $3.15. During the three months follo prices ranged lower and we find the bulk of Texas cows selling from to $2.40, and steers from $2.50 to $3.15; choice grass fed steers rea

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rice of $3.80. In November and December the receipts were
s and ranged in price from $2.00 to $3.50 for extreme tops,
ng up to $4.00. Prices were higher at the close of the year
ening. The net increase in receipts of cattle of all kinds in
amounted to 104,338 head.

HOGS.

ts of hogs during 1896 show an increase of over half a million
e exact, 557,553, as compared with 1895, the total receipts
enormous figure of 1,997,895 hogs, and St. Louis is once more
Prices throughout the year were much lower than 1895.
prices were realized in January, when top hogs sold up to
e bulk selling at $4.00 to $4.15, from that time on with slight
February and March prices steadily declined and 3 then
ont figure in prices of hogs until the close of the year, when
r hogs sold from $3.20 to $3.35. Generally speaking, shippers
r prices at St. Louis than at any other market in the West.
he tables will give a very clear idea of the fluctuations in hog
the year. Light hogs, that is, from 180 to 200, seem to sell
itcher hogs, which sell best at 210 to 240 pounds. Heavy
over, are not in strong demand and do not bring as high
ly corn fed hogs at all times bring the best price, as soft
ne way to 75 cents less than corn fed of the same weights.

SHEEP.

e 632,872 sheep and lambs received in St. Louis in 1896, an
2,212 over 1895, which was the heaviest record and the largest
. It is a notable fact that more sheep were slaughtered in
receipts than ever before and the percentage of shipments
o other markets was less. The demand for mutton and lamb
ease and people are beginning to value mutton at its true
d. Prices during the year show no sharp fluctuations. At
f the year good to choice native sheep sold at $2.75 to $3.60,
3.75 in February; in March they declined some, but regained
ril, selling at $2.75 to $3.75; from May to November prices
ned till they sold as low as $2.00 to $2.75 in October, grad-
ng from that time till the end of the year, when choice
sold at $3.00 to $3.75. The heaviest receipts were in the
ay and June, when over 250,000 head were received at St.
s sold at $4.00 to $4.60 in January; in February, $3.60 to
ch and April, from $3.75 to $4.75; in May they attained the
of the year, selling at $3.50 to $5.50; in June, July and
anged from $3.25 to $5.25, declining in September to $3.00 to
ber they increased to $4.65 for choice lambs, and from then
of the year they increased in price, selling in December
$5.25 for fancy lambs.

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RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND
FOR THIRTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Cattle.	Sheep.	Hogs.	Horses & Mules	Cattle.	Sheep.	Hogs.
1896	955,613	632,872	1,997,835	121,722	350,037	254,602	885,462
1895	851,275	510,660	1,440,342	77,820	274,738	119,768	605,319
1894	773,571	359,896	1,489,856	59,822	281,260	99,526	642,699
1893	903,257	397,725	1,105,108	46,834	473,966	231,476	575,846
1892	801,111	376,922	1,310,311	45,759	465,328	248,035	715,969
1891	779,499	402,989	1,380,569	55,975	464,794	277,886	704,378
1890	639,014	358,496	1,359,789	82,071	361,705	251,728	665,471
1889	508,190	358,495	1,120,930	78,104	297,879	255,375	420,310
1888	546,875	456,669	929,230	58,458	336,206	316,676	294,869
1887	464,828	417,425	1,052,240	57,048	277,406	287,018	324,735
1886	377,550	328,985	1,264,471	42,032	212,958	202,728	520,362
1885	386,320	362,858	1,455,535	39,885	233,249	233,391	789,487
1884	450,717	389,822	1,474,475	41,870	315,433	248,545	678,874
1883	405,090	398,612	1,151,785	44,913	249,523	217,370	609,388
1882	443,169	443,120	846,228	42,718	188,486	245,071	264,584
1881	503,862	334,426	1,672,153	42,365	293,092	170,395	889,909
1880	424,720	205,969	1,840,684	46,011	228,879	93,522	770,769
1879	420,654	182,648	1,762,724	33,289	226,255	88,083	686,099
1878	406,235	168,095	1,451,634	27,878	261,723	74,433	528,627
1877	411,969	200,502	896,319	22,652	251,566	87,569	314,287
1876	349,043	157,831	877,160	22,271	220,430	67,886	232,876
1875	335,742	125,679	628,569	27,516	216,701	37,784	126,729
1874	360,925	114,913	1,126,586	27,175	226,678	35,577	453,710
1873	279,678	86,434	973,512	.....	180,662	18,902	224,873
1872	263,404	115,904	759,076	.....	164,870	29,540	188,700
1871	199,527	118,899	633,370	.....	130,018	37,465	113,918
1870	201,422	94,477	310 850	.....	129,748	11,649	17,156
1869	124,565	96,626	344,848	.....	59,867	12,416	39,076
1868	115,352	79,315	301,560	.....	37,277	6,415	16,277
1867	74,146	62,974	298,241	.....	26,799	19,022	28,627

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	Head.	Head.	Head.	& Mules Head.	Head.	Head.	Head.	Mules. Head.
Chicago & Alton R.R. (Mo. Div.)	54,256	104,906	4,412	4,751	1,183	.....	777	235
Missouri Pacific R. R.	74,484	260,318	44,861	9,447	3,948	37	644	561
St. Louis & San Francisco R.R.	183,389	358,806	251,377	3,746	877	44	.....	731
Wabash R. R. (West.)	88,545	310,737	73,853	28,504	10,152	304	6,378	378
St. L., Kas. City & Colo. R. R.	1,041	7,968	576	1	160	.....	.....	51
Missouri, Kansas & Texas R. R.	228,229	156,175	56,140	4,309	1,227	956	333	274
St. Louis Southwestern R. R.	1,242	3,211	.....	64	6	.....	.....	1,028
St. Louis, Iron Mountain & Southern R.R.	222,156	192,173	87,151	1,101	796	.....	1,645	21,513
Illinois Central R. R.	16,397	105,295	18,411	883	2,244	.....	496	15,935
Louisville & Nashville R. R.	11,700	49,498	8,177	1,290	641	.....	186	44,976
Mobile & Ohio R. R.	21,788	74,062	6,422	56	167	.....	150	14,041
Louisville, Evansville & St. Louis R. R.	1,799	19,780	7,233	628	54	480	236	1,193
Baltimore & Ohio S.-W. R. R.	2,989	18,214	11,489	607	12,598	29,260	8,014	2,405
Chicago & Alton R. R.	4,810	30,774	6,059	4,204	76,815	213,715	151,448	607
Cleveland, Cin., Chi. & St. Louis R. R.	1,178	7,510	2,237	1,885	17,151	70,908	4,550	2,552
Vandalia & Terre Haute R.R.	2,403	5,673	5,849	1,126	31,514	326,176	23,460	6,539
Wabash R. R. (East.)	324	6,583	1,222	3,728	83,475	38,038	41,853	1,979
Toledo, St. Louis & Kansas City R.R.	636	2,274	1,630	427	74,298	192,030	2,905	833
Chicago, Peoria & St. Louis R. R.	170	742	368	1,729	11,836	159	1,193	274
Chicago, Burlington & Quincy R. R.	704	17,375	4,264	8,151	8,806	12,032	5,004	325
St. Louis, Keokuk & Northwestern R. R.	9,607	131,241	13,678	37,296	4,535	860	3,076	201
St. Louis, Chicago & St. Paul R. R.	653	10,705	1,392	579	5,816	.....	305	43
St. Louis & Eastern R. R.	408	622	403	46	.....	.....	166	.....
Upper Mississippi River	1,635	14,830	1,900	1,350				
Lower Mississippi River	12,488	70,503	14,199	460				
Illinois River	1,251	16,964	1,223	104	1,738	472	1,783	4,528
Missouri River	32	1,738	42	4				
Ohio, Cumberland & Tennessee Rivers	829	6,214	144	9				
Driven and Express	10,470	13,304	8,160	5,237				
Totals	955,613	1,997,895	632,872	121,722	350,037	885,462	254,602	121,202

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RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS U YARDS FOR THE YEAR 1896.

1896.	Receipts.				Shipme		
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	
January	8,843	29,542	2,497	4,222	1,147	7,678	
February	6,591	24,088	2,810	376	709	6,888	
March	7,155	27,014	3,032	433	342	9,012	
April	6,810	28,722	3,805	191	268	11,228	
May	7,118	27,415	4,203	67	455	7,963	
June	7,356	24,166	5,791	108	291	5,038	
July	7,536	23,418	4,897	77	602	7,670	
August	7,564	18,787	4,023	153	894	9,304	
September	7,790	23,628	4,935	709	1,082	3,043	
October	7,509	26,198	4,535	1,689	570	4,145	
November	6,987	21,418	3,055	2,245	1,399	3,485	
December	6,525	27,751	3,271	1,340	1,104	4,794	
Totals	87,784	302,147	46,854	11,610	8,863	80,248	

RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUI STOCK YARDS FOR THE YEAR 1896.

1896. Month.	Receipts.					Shipment		
	Cars.	Cattle.	Hogs.	Sheep.	Horses.	Cars.	Cattle.	Hogs.
January	5,012	62,204	172,605	24,993	6,733	1,554	17,799	75,203
February	4,331	48,730	128,781	30,252	13,224	1,533	13,380	61,115
March	4,433	51,921	146,802	30,165	8,636	1,223	10,819	65,699
April	3,673	37,142	141,923	61,781	3,805	1,158	9,142	68,225
May	4,392	50,956	143,974	112,320	3,814	1,477	13,846	62,844
June	4,738	66,974	121,904	118,535	3,475	1,560	18,547	55,329
July	4,554	74,528	106,261	54,470	3,022	1,436	21,443	53,611
August	4,379	77,914	96,416	37,236	4,372	1,484	26,632	51,131
September	4,768	86,403	111,260	32,442	8,315	1,722	30,765	57,451
October	4,971	75,665	144,810	31,938	12,530	1,845	23,102	78,028
November	5,036	80,003	130,150	24,461	13,856	1,826	26,995	58,029
December	5,408	79,862	173,204	32,440	11,139	1,841	26,929	77,834
Totals	53,695	792,302	1,618,090	591,033	92,921	18,659	239,399	764,502

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KLY PRICES OF LIVE STOCK FOR 1896.

UNION STOCK YARDS JOURNAL, ST. LOUIS.

CATTLE. Good to choice.				NATIVE SHEEP.		HOGS.					
Native Steers.		Texas Steers.		Good to choice. Average.		Butchers.		Mixed Packers.		Lights.	
3.00 @	4.05	2.75 @	3.85	2.75@	3.60	3.55@	3.65	3.25@	3.60	3.15@	3.65
3.00	4.25	2.90	3.75	3.00	3.75	3.60	3.70	3.35	3.70	3.25	3.75
3.00	4.40	3.00	3 55	3.00	3.75	4.00	4.10	3 60	4.05	3.65	4.05
3.00	4.45	2.80	3.90	2.75	3.50	4.00	4.10	3.60	4.05	3.60	4.10
3.00	4.40	2.60	3.50	2.75	3.50	4.05	4.15	3.65	4.10	3.65	4 15
3.00	4.50	3.00	3.60	3.00	3.75	4.15	4.25	3.75	4 20	3.75	4.25
3.00	4.35	3.25	3.65	3 00	3 75	4.15	4.25	3.75	4.20	3.75	4.25
3.00	4.25	3.15	3.55	2.95	3.65	4.05	4.15	3.65	4.10	3.70	4.15
3.00	4.20	3.00	3.50	2.95	3.60	3.75	3.8.½	3.40	3.90	3.60	3.87½
3.00	4.30	3.15	3.65	2.95	3.60	4.00	4.12½	3.65	4.05	3.85	4.12½
3.00	4.25	3.00	3.80	2.95	3.65	3.90	4.00	3.65	3.95	3.65	4.00
3.40	4.50	3.00	3.90	3.00	3.60	3.75	3.80	3.50	3.80	3.50	3.80
3.40	4.20	2.75	3.50	3.00	3.60	3.85	3.95	3.45	3.90	3.50	4.00
3.40	3.90	2 85	3.60	3.00	3.75	3.70	3.80	3.35	3.75	3.40	3.80
3.40	4.20	3.35	3.75	3.00	3.75	3.70	3.80	3 35	3.75	3.35	3.80
3.40	4 00	2.85	3.50	2.75	3.50	3.55	3.65	3.20	3.55	3.25	3.70
3.25	3.90	2.65	3.35	2.50	3.25	3.40	3.50	3.20	3.45	3.15	3.55
3.25	4.10	3.40	3.85	2.50	3.40	3.30	3.40	3.05	3.35	3.00	3.45
3.25	4.25	3.00	3.90	2.75	3.50	3.35	3.45	3.10	3.50	3.05	3.45
3.25	4.20	2.50	3.75	2.75	3 50	3.15	3.25	2.90	3.20	3.00	3.25
3.25	4.10	2.40	3.50	2.75	3.50	3.10	3.20	2.90	3.15	3.00	3.25
3.25	4.25	2.75	3.65	2.75	3.50	3.20	3.30	2.90	3.25	3.00	3.30
3.25	4.00	2 50	3.10	2.50	3.50	3.15	3.20	2.85	3.20	3.00	3.25
3.25	4.10	2.25	3.25	2.75	3.50	3.20	3.30	2.90	3.25	3.10	3.35
3.25	4.10	2.40	2.55	2.75	3.50	3.30	3.40	3.00	3.35	3.20	3.40
3.25	4.30	2.50	3.60	2.75	3.50	3.20	3.30	3.00	3.30	3.25	3.35
3.25	4.25	2.60	3.60	2 50	3.25	3.30	3.45	3.05	3.45	3.30	3.50
3.25	4.25	2.50	3.50	2.50	3.25	3.30	3.40	3.00	3.35	3.20	3.40
3.25	4.25	2.30	3.20	2.50	3.25	3.35	3.45	3.05	3.40	3.25	3.45
3.25	4.15	2.55	3.15	2.50	3.25	3.25	3.35	3.10	3.30	3.10	3.35
3.25	4.45	2.55	3.30	2.50	3.00	3.20	3.30	3.10	3.30	3.00	3.35
3.25	4.45	2.40	3.12½	2.25	3.00	3.35	3 45	3.20	3.40	3.15	3.50
3.25	4.45	3.25	3.10	2.25	3.00	3.10	3.20	3.00	3.15	3.00	3.15
3.25	4 50	2.15	3.15	2.25	3.00	3.35	3.45	3.15	3.40	3.15	3.50
3.25	4.40	2.40	3.00	2.25	3.00	3.30	3.45	3.15	3.40	3.15	3.50
3.25	4.90	2.40	3.20	2.25	3.00	3.10	3.20	3.00	3.20	3.00	3.25
3 25	4.75	2.25	3.00	2.00	2.75	3.10	3.30	3.00	3.30	3.10	3.35
3.25	4.80	2.25	2.90	2.00	2.75	3.00	3.15	2.90	3.15	3.00	3.25
3.25	4.45	2.35	3.25	2.00	2.75	3.15	3.30	3.10	3.30	3.20	3.35
3.25	4.35	2.40	3.30	2.00	2.75	3.15	3.30	3.10	3.30	3.15	3.35
3.25	4.65	2.80	3.40	2.00	2.75	3.10	3.35	3.10	3.35	3.25	3.40
3.25	4.50	2.30	3.50	2.00	2.75	3.10	3.30	3.05	3.30	3.20	3.35
3.25	4 50	2.80	3.25	2.00	2.75	3 35	3.50	3.20	3.45	3.20	3.50
3.25	30	2.50	3.00	2.00	2.75	3.30	3.40	3.10	3 35	3.00	3.25
3 25	5.00	2.75	3.60	2.25	2 75	3 40	3.55	3.25	3 50	3.25	3.55
3.25	4.75	3.00	3.70	2.50	3.00	3.35	3.45	3.25	3.40	3.25	3.45
3.25	4.95	2.60	3.75	2 50	3.00	3.20	3.30	3.10	3.25	3.10	3.30
3.25	4.60	2.65	3.50	2 75	3 25	3.35	3.47½	3.25	3.45	3.25	3.50
3.25	4.75	2.70	3.75	2.75	3.25	3.25	3.35	3 15	3 30	3.15	3.35
3.25	5.10	2.90	3.70	2.75	3.50	3.30	3.40	3.20	3.35	3.20	3.40
3.25	4.70	3.15	3.25	3.00	3 75	3.20	3.30	3.10	3.25	3.10	3.30
3.25	4.90	3.15	3.25	3.00	3.75	3.25	3.35	3.15	3.30	3.15	3.35

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TOBACCO.

LEAF TOBACCO.

The receipts of Leaf Tobacco for the past two years com
lows:

Year.	Hogsheads.	Packa
1896	35,947	10,18
1895	48,642	9,47

Nearly all of the Leaf Tobacco was brought from points
State and used by the local factories in the manufacture of To
and Cigars.

The crop of the State was estimated at 6,680,000 pounds.
ments were 3,959 hogsheads.

MANUFACTURED TOBACCO.

In the manufacture of tobacco the 1st Missouri District s
world. The total amount of chewing and smoking tobacco m
in the United States for the fiscal year ending June 30, 1896, v
137 pounds. Of this amount the 1st Missouri District produc
pounds or 21.31 per cent, nearly all of which was the output
factories.

The output of the larger districts for the past two fiscal
follows:

State.	District.	City.	1895.
Missouri	First	St. Louis.	59,347,555 lbs.
New Jersey	Fifth.	Newark.	17,788,516 "
Kentucky	Fifth.	Louisville.	22,341,765 "
Michigan	First.	Detroit.	16,767,964 "
Ohio	First.	Cincinnati.	17,560,146 "
Virginia	Second.	Richmond.	14,989,828 "
North Carolina	Fifth.	Asheville.	14,905,290 "
Virginia	Sixth.	Lynchburg.	11,054,674 "

The output for the District for the callendar year 1896 w
pounds, of which St. Louis factories turned over 46,235,17
nearly 90 per cent. The manufacture of cigarettes was 3
against 25,064,000 in 1895. The number of cigars manufac
First District was 47,192,814, of which 39,192,000 were fr
within the city limits. St. Louis is also one of the largest job
for cigars. All lines are carried and a large territory is su
this market.

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k for the future indicates that the output of St. Louis will ly increased the coming year. A new factory is nearing hich will be the largest in the world, and will be in opera- of the year.

to the amount produced by city factories 16,233,510 pounds ed tobacco was received during the year. Total shipments 0 pounds.

NTERNAL REVENUE COLLECTION DISTRICT.

YEAR.	Tobacco manufactured. Lbs.	Am't tax paid.
.....	5,751,185	$1,358,717 50
.....	5,441,872	1.094,600 03
.....	4,794,985	1,154,651 52
.....	6,324,408	1,317,583 26
.....	4,928,147	1,185,712 92
.....	5,484,431	1,319,036 16
.....	5,990,801	1,440,716 84
.....	8,670,466	1,477,899 00
.....	12,889,784	2,063,549 45
.....	17,234,869	2,751,307 00
.....	17,170,190	2,728,525 82
.....	23,835,729	2,219,433 19
.....	22,631,104	1,818,562 27
.....	28,517,401	2,235,028 06
.....	32,448,936	2,484,204 41
.....	40,284,675	3,222,774 00
.....	40,009,305	3,200,744 26
.....	44,964,667	3,597,173 39
.....	51,792,102	4,143,368 21
.....	50,384,436	3,023,066 34
.....	57,677,351	3,460,641 09
.....	50,465,947	3,027,938 87
.....	57,097,445	3,425,846 73
.....	57,447,310	3,448,578 60
.....	53,134,513	3,188,070 78

acturers of the past five years can be classified as follows:

	1896. Pounds.	1895. Pounds.	1894. Pounds.	1893. Pounds.	1892. Pounds.
bacco. ...	48,592,576	52,485,780	51,634,424	45,613,168	52,293,902
.....	83,390	110,510	88,181	128,160	145,852
.....	4,458,547	4,856,121	5,348,033	4,696,852	5,424,122
.....	22,931	23,899	26,807	27,487	30,769
.....	53,157,444	57,476,310	57,097,445	50,465,667	57,894,645

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CIGARS.

Year.		Manufact'd.	Am ta
Fiscal,	1873	33,092,950	$ 1
"	1874	35,425,380	1
"	1875	36,037,683	1
"	1876	31,841,875	1
Six mon's	1877	17,586,717	1
Calendar	1878	36,560,500	2
"	1879	35,042,043	2
"	1880	38,399,575	2
"	1881	41,867,917	2
"	1882	40,877,750	2
"	1883	40,021,079	1
"	1884	41,327,500	1
"	1885	41,466,220	1
"	1886	43,586,363	1
"	1887	46,732,973	1
"	1888	47,294,380	1
"	1889	46,289,225	1
"	1890	38,934,200	....
"	1891	53,274,983	1
"	1892	56,964,376	1
"	1893	53,787,160	1
"	1894	51,435,530	1
"	1895	49,073,890	1
"	1896	47,192,814	1

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS

SIX YEARS.

	1896.	1895.	1894.	1893.	1892.	
Tobacco .....lbs.	46,235,177	57,452,411	57,070,638	50,438,180	57,863,876	5
Cigars M.....	39,192	49,073	51,435	53,787	56,964	
Cigarettes M.....	316,763	25,064	1,079	289,800	.....	
Snuff .....lbs.	22,931	23,899	26,807	27,467	30,769	

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COLLECTION DISTRICTS.	Location of Collectors' Office.	Cigars, Number.	Cigarettes, Number.	Snuff, Pounds.	Smoking Tobacco, Pounds.
Alabama	Birmingham	6,268,298	.....	.....	7,240
Arkansas	Little Rock	1,620,578	.....	.....	17,020
California—1st dist.	San Francisco	60,012,423	5,928,920	5,798	393,460
" —4th dist., including the State of Nevada	Sacramento	4,077,807	980	.....	250
Colorado, including the State of Wyoming	Denver	12,868,797	10,000	.....	28,357
Connecticut, including the State of Rhode Island	Hartford	41,750,968	183,500	.....	25,999
Florida	Jacksonville	162,616,487	1,824,520	.....	27,731
Georgia	Atlanta	4,567,067	8,300	.....	65,191
Illinois— 1st dist.	Chicago	181,374,920	a 5,839,200	389,057	9,703,908
" — 5th dist.	Peoria	13,567,920	.....	14,200	24,293
" 8th dist.	Springfield	51,919,240	.....	.....	1,633,088
" —13th dist.	Cairo	11,756,477	.....	.....	42,224
Indiana—6th dist.	Lawrenceburg	45,628,480	9,000	.....	156,848
" —7th dist.	Terre Haute	15,045,500	.....	350	85,649
Iowa—3rd dist.	Dubuque	13,168,113	.....	405	318,781
" —4th dist.	Burlington	47,985,563	437,300	145	81,389
Kansas, including the Indian and Oklahoma Territories	Leavenworth	18,087,947	.....	.....	39,262
Kentucky—2nd dist.	Owensboro	2,122,597	.....	15	1,951,951
" —5th dist.	Louisville	30,190,687	202,200	153,802	39,570,713
" —6th dist.	Covington	5,812,950	.....	.....	1,266,508
" —7th dist.	Lexington	2,885,288	.....	.....	145,395
" —8th dist.	Richmond	109,100	.....	.....	68,920
Louisiana, including the State of Mississippi	New Orleans	53,184,027	150,305,920	31,877	1,112,969
Maryland, inc. Delaware, Dist. Col. and 2 counties of Va.	Baltimore	81,060,280	70,888,200	785,310	8,826,541
Massachusetts	Boston	115,008 897	b 3,551,160	62,727	21,966
Michigan—1st dist.	Detroit	83,537,713	202,460	23,671	15,522,532
" —4th dist.	Grand Rapids	18,017,817	74,700	434	32,241
Minnesota	St. Paul	41,631,183	889,300	20,996	149,757
Missouri—1st dist.	St. Louis	49,042,537	159,223,320	23,848	54,204,464
" —6th dist.	Kansas City	16,134,753	8,000	.....	439,870

a Including 13,100 at $3.00 per thousand. b Including 50,900 at $3.00 per thousand.

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MANUFACTURE OF TOBACCO AND CIGARS IN THE UNITED STATES—Continued.

COLLECTION DISTRICTS.	Location of Collectors' Office.	Cigars, Number.	Cigarettes, Number.	Snuff, Pounds.	Chewing & Smoking Tobacco, Pounds.
Montana, incl. the State of Idaho and Territory of Utah	Helena	4,999,520	.....	.....	8,475
Nebraska, including the States of North and South Dakota	Omaha	18,121,090	.....	.....	46,304
New Hampshire, including Maine and Vermont	Portsmouth	15,902,560	35,100	.....	2,924
New Jersey—1st dist	Camden	10,898,567	1,000	.....	7,296
" —5th dist	Newark	62,190,826	1,553,160	4,538,425	16,444,815
New Mexico, including the Territory of Arizona	Santa Fe	375,920	318,000	.....	4,600
New York— 1st dist	Brooklyn	69,688,077	3,266,730c	5,622	4,727,160
" — 2nd dist	New York	131,347,900	1,219,135,807d	1,876	6,390,384
" — 3rd dist	New York	515,464,813	320,868,000e	65,555	1,647,805
" —14th dist	Albany	104,798,620	.....	2,144	1,251,295
" —21st dist	Syracuse	110,396,237	.....	300	872,028
" —28th dist	Rochester	54,253,610	615,361,400	11,262	1,747,545
North Carolina—4th dist	Raleigh	5,241,877	505,472,040	73,500	9,788,400
" —5th dist	Asheville	1,022,343	39,250,580	.....	15,748,022
Ohio— 1st dist	Cincinnati	208,543,307	6,945,140	20,371	18,657,351
" —10th dist	Toledo	37,351,806	.....	49	1,012,785
" —11th dist	Springfield	83,134,847	.....	.....	291,237
" —18th dist	Cleveland	112,444,007	199,300f	413	310,585
Oregon, inc. State of Washington and Territory of Alaska	Portland	7,130,813	.....	180	27,760
Pennsylvania— 1st dist	Philadelphia	351,186,536	3,022,460	3,653,055	1,327,125
" — 9th dist	Lancaster	535,381,343	338,520	4,349	144,950
" —12th dist	Scranton	30,173,647	1,036,600	.....	806,887
" —23rd dist	Pittsburgh	305,575,947	692,500g	315,578	799,850
South Carolina	Columbia	943,513	27,480	.....	62,217
Tennessee—2nd dist	Knoxville	1,722,450	.....	.....	702,139
" —5th dist	Nashville	2,983,787	.....	1,532,397	1,157,692
Texas—3rd dist	Austin	6,978,880	105,160	.....	56,112
" —4th dist	Dallas	4,483,243	.....	.....	12,588
Virginia—2nd dist	Richmond	103,458,957	921,928,360	71,390	13,612,763
" —6th dist	Lynchburgh	7,102,230	4,165,900	736,300	11,181,333
West Virginia	Parkersburgh	60,463,713	1,000	.....	3,122,042
Wisconsin—1st dist	Milwaukee	53,868,763	487,520	3,188	5,693,827
" —2nd dist	Madison	26,131,820	.....	15	38,324
Total		4,937,755,043	4,043,798,787	12,548,500	253,667,137

BAGGING AND IRON TIES.

ufacture of Bagging was about 8,000,000 yards, and the stock 000 yards at the close of the year. Prices advanced during the n under higher prices for raw material, and a very regular de- g the baling season. The two factories located in St. Louis ration most of the year.

s have sold to about the extent of last year. Prices were ng the active part of the season, but declined later, and at the eld at 60 cents per bundle.

CEIPTS OF FLAX-TOW AND JUTE FOR NINE YEARS.

	1896.	1895.	1894.	1893	1892.	1891.	1890.	1889.	1888.
les	.....	.....	406	640	384	.....	429	603	114
...	7,102	7,762	1,625	13,604	22,846	41,151	44,019	67,306	35,089

SHIPMENTS OF BAGGING FOR TEN YEARS.

	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.
	181,811	299,071	295,059	267,593	317,205	392,711	378,640	331,330	181,104	360,609

BAGGING MANUFACTURED.

.....	8,000,000 yards.
.....	11,700,000 "
.....	13,000,000 "
.....	12,000,000 "
.....	13,000,000 "
.....	15,000,000 "
.....	12,000,000 "

STOCKS OF BAGGING ON HAND.

96	1,000,000 yards.
95	1,200,000 "
94	1,000,000 "
93	200,000 "
92	800,000 "
91	50,000 "
90	1,000,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
.....	42,129	2,106,450
.....	3,020	151,000
.....	1,577	78,850
.....	13,380	669,000
.....	12,433	621,650
.....	22,820	1,141,000
.....	54,508	2,725,400

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HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1896	100,660	1896	107,176
1895	86,054	1895	114,305
1894	113,110	1894	133,716
1893	113,116	1893	122,065
1892	123,076	1892	152,904
1891	109,040	1891	117,210
1890	86,716	1890	101,885
1889	78,301	1889	81,573
1888	68,111	1888	88,968
1887	63,972	1887	99,290
1886	60,133	1886	99,087
1885	59,629	1885	90,743
1884	63,468	1884	94,436
1883	17,574	1883	102,800

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1895 and 1896:

	1895.	1896.
Bushels of grain mashed and distilled	276,542	195,796.13
Spirits produced, gals.—Bourbon	204,908	143,863.7
Alcohol	229,109	97,495.9
Gin	12,517	None.
Highwines	None.	27.8
Pure neutral or cologne spirits	750,951	588,060.2
Rye Whisky	50,581	29,090.6
Total	1,248,066	863,528.2
Average yield of spirits per bushel	4.51 gals.	4.41 gals.
Amount of tax paid, at $1.10 per gallon	1,023,627 tax gals. $1,125,989.78	883,310.8 tax gals. $971,641.88
Alcohol withdrawn for scientific purposes free of tax	561 gals.	912.4 gals.
Whisky allowed by reason of leakage and evaporat'n	13,333 "	22,228.3 "

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1895.	Dec. 31, 1896.
Bourbon	175,917 gals.	187,340.1 gals.
Alcohol	3,305 "	1,589.6 "
Gin	None.	None.
Pure neutral or cologne spirits	31,796 "	5,119.7 "
Rye Whisky	63,829 "	32,580.5 "
Total	274,847 "	226,570.9 "

SPIRITS RECTIFIED OR COMPOUNDED.

1896	2,332,374.17 gals.	1890	3,153,456.98 gals.
1895	2,282,155.18 "	1889	3,257,984.13 "
1894	2,932,860.23 "	1888	2,184,546.82 "
1893	3,182,037.00 "	1887	2,109,342.16 "
1892	3,357,411.72 "	1886	2,455,687.09 "
1891	3,282,452.37 "		

Total number of gallons gauged in three years by U. S. Gaugers:

1896..... 5,357,007.22 gals. 1895.....5,245,638.52 gals. 1894.....5,770,544.67 gals.

Total number of wholesale liquor dealers' stamps issued on change of package:

1896.....20,351 1895.....20,192 1894.....19,802

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NAVAL STORES.

nks.	Bbls.		Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
42	604	=	16,981	49,902	75,098	8,475
44	56	=	14,752	49,350	78,144	12,240
56	1597	=	17,314	57,456	82,080	8,170
.....			15,679	44,870	51,375	12,048
.....			19,890	53,738	76,947	10,213
.....			19,470	56,322	75,322	5,679
.....			15,686	48,900	68,699	5,157
.....			18,900	49,397	69,300	4,167
.....			17,622	47,052	68,250	5,516
.....			18,262	45,231	66,200	8,675
.....			18,912	33,742	72,000	5,095
.....			13,125	48,273	66,860	7,343
.....			9,846	36,357	.....	5,818
.....			12,286	40,010	.....	5,779
.....			13,994	36,882	.....	8,796
.....			5,045	41,717	.....	6,293
.....			8,076	48,148	.....	4,544

s still holds the most prominent position in the West for the
val Stores.

eipts of the past year show increased receipts, all of which
dy market. The business of the year was quite satisfactory

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LEAD.

PIG LEAD.

By John Wahl Commission Company.

The year 1896 has been an eventful one in the annals of the Pig Lead trade; chronicling as it has, lowest prices for lead in the history of the United States. The depression in values can be mainly attributed to very poor consumption, especially during the summer months, and to a rather heavy production. We produced from domestic ores nominally 185,000 short tons, which means an increase of say 10 per cent. over the year 1895. Supplies from foreign ores were also quite large owing to the continued heavy imports of lead from Mexico and British Columbia in the form of bullion.

A few years ago it was generally apprehended when the duty on foreign importations, either in the form of Pig Lead or ores were reduced from 2c to 1c a pound, that home production would materially suffer, but it seems just the reverse has been the case, and from year to year a gradual increase in production has been noticeable. This is not at all unnatural. Low prices of an article always means the greatest economy in producing and reducing general expenses; this is usually best attained when the output of a single producer is enlarged as much as possible.

About 80 per cent of America's production of lead eminates from ores carrying gold and silver, and very often it is considered as a by-product, only the precious metals being the main components of the ore.

The output of Missouri lead shows quite an increase over the preceding year, although the low prices during the summer months materially checked production.

The highest prices for pig lead were obtained during the early part of March when the metal sold as high as $2.97½ in East St. Louis. The lowest price recorded was $2.45 in October, although it was intimated about that time that a few lots were sold at $2.40 to $2.42½, the lowest price for which Pig Lead ever sold in this country. Prices advanced later and at the close of the year sales were made at $2.75 to $2.80.

The receipts of the year were 1,946,139 pigs, the largest but one in the history of the trade. Shipments were 1,406,327 pigs, the balance being taken by white lead manufacturers.

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WHITE LEAD.

nufacture of White Lead is one of the most important industries is, as it is advantageously situated for the manufacture of this y, owing to its geographical position, and being centrally n distribute the manufactured prodnct to advantage to all parts ntry. The principal brands manufactured in St. Louis of strictly are the Collier, Southern and Red Seal, some of which have e market for half a century, and have an established reputation and general excellence from one end of the Untied States to the e volume of trade for 1896 was very large, considering the pression in business of all kinds. Probably one-third of the d manufactured in the United States is made in St. Louis, and its ive employment to hundreds of men, and are equipped with the ern machinery, and have been kept in constant operation during All of the lead manufactured in St. Louis is made by the "Old cess" of corrosion, which gives the product a superiority over quick process leads. Experiments of all kinds are being con- de, but as yet nothing has been found that has the durability or apacity of lead manfactured by this process of slow corrosion. ents of the year were 40,259,600 pounds.

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LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

Year.	Receipts	Shipm'ts.	Year.	Receipts	Shipm'ts.
1896	1,946,139	1,406,327	1882	1,197,395	687,219
1895	1,500,923	956,572	1881	925,406	623,266
1894	1,436,229	1,084,280	1880	764,887	495,036
1893	1,348,544	968,411	1879	817,594	408,123
1892	1,526,484	1,070,538	1878	764,357	523,964
1891	1,739,977	982,477	1877	790,028	473,281
1890	1,756,850	1,057,486	1876	665,557	404,300
1889	2,018,483	1,433,087	1875	579,202	320,698
1888	1,853,781	1,293,919	1874	479,448	218,538
1887	1,442,054	766,807	1873	356,037	216,040
1886	1,138,854	561,544	1872	285,769	62,862
1885	1,110,738	637,710	1871	229,961	50,660
1884	1,044,012	625,336	1870	237,039	62,674
1883	1,114,235	552,330	1869	228,303	57,281

SOURCES OF SUPPLY OF PIG LEAD FOR FIVE YEARS.

RECEIVED BY	1896.	1895.	1894.	1893.	1892.
Chicago & Alton R. R. (Mo. Div.)	508,098	408,513	16,111	128,535	46,631
Missouri Pac. R. R.	405,298	289,130	309,666	300,290	596,647
St. Louis & San Francisco R. R.	167,298	202,898	224,696	354,250	346,234
Wabash Railway (West)	73,315	88,164	238,865	103,952	112,316
St. Louis & Iron Mountain R. R.	183,161	104,422	84,498	228,836	396,225
Illinois Central R. R.	.....	400	.....	.....	.....
Louisville & Nashville	.....	.....	66	199	31
Chicago & Alton R. R. (Main Div.)	500	1,012	.....	7,076	1,534
Toledo, St. Louis & K. C. Railway	.....	592	.....	.....	240
Vandalia R. R.	.....	672	594	50	839
Wabash Railway (East)	1,705	.....	.....	.....	900
Mobile & Ohio R. R.	.....	.....	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	504	.....	43	.....	36
Chicago, Burlington & Quincy R. R.	.....	600	.....	.....	.....
Keokuk & St. Louis R. R.	99,152	.....	214,349	55,786	21,606
Upper Mississippi River boats	.....	70,445	.....	.....	.....
Lower Mississippi River boats	514,075	334,075	374,341	169,570	.....
Wagons	.....	.....	.....	.....	3,245
Total pigs	1,946,139	1,500,923	1,463,229	1,348,544	1,526,484

SHIPMENTS OF WHITE LEAD.

	POUNDS.		POUNDS.		POUNDS.
1885	29,161,275	1889	31,221,765	1893	37,411,868
1886	21,298,216	1890	36,750,065	1894	33,660,975
1887	34,267,489	1891	36,932,906	1895	42,808,950
1888	39,135,340	1892	36,968,937	1896	40,259,600

MONTHLY PRICES OF REFINED LEAD.

	1896.		1895.		1894.		1893.	
January	2 75	@2 92½	2 75	@2 95	3 00	@3 05	3 55	@3 65
February	2 75	3 00	2 90	2 95	3 00	3 10	3 65	3 70
March	2 80	2 97½	2 90	2 95	3 02½	3 25	3 65	3 80
April	2 75	2 82½	2 85	2 90	3 15	3 25	3 80	3 95
May	2 75	2 82½	2 85	3 10	3 10	3 20	3 82½	3 60
June	2 75	2 82½	2 95	3 12½	3 02½	3 15	3 67½	3 15
July	2 67½	2 80	3 05	3 20	3 10	3 30	3 40	3 05
August	2 42½	2 65	3 25	3 37½	3 20	3 35	2 97½	3 47½
September	2 50	2 60	3 05	3 15	2 92½	3 10	3 75	3 50
October	2 45	2 70	3 05	3 22½	2 90	2 95	3 50	3 05
November	2 60	2 80	2 95	3 10	2 90	2 95	3 15	3 25
December	2 70	2 82½	2 90	3 10	2 90	2 92½	3 20	3 60

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WOOL.

By FUNSTEN BROS. & CO.

ipts of wool in this market for 1896 as reported by the various
s of only 15,139,840 pounds against 21,593,780 pounds in 1895
155 pounds for 1894, would prove very discouraging to the
out for the fact that the falling off in quantity has been due to
e in the sheep raising industry of the West. This decrease is
t sixty million pounds, consequently St. Louis has felt the
had to bear its proportionate share of the loss.
ing season has been a quiet and uneventful one. Values have
ut little, and dullness and inactivity has ruled in all the large

standing the light receipts of the past year, our market has
s reputation as the leading market for western wool. It stands
handle the new clip of 1897 with its usual promptness, and to
n means and facilities to the growers of the West. The wool
ring the past thirty years has added millions of dollars to
es, and we believe by push and energy on the part of our mer-
n be made a powerful factor in the trade of this city.

HIDES.

From the Shoe and Leather Gazette.

e market was an exceedingly sensitive one from January to
There was nothing still about it. The ups and downs of buffs
lly the erratic course of hides and require few words of addi-
nation.
m of '95 has not been repeated this year. Hide dealers and
ve watched each other closely, and while in the latter portion
ve-month packers tried hard to force values beyond all reason
them past the safety point, yet tanners acted wisely and kept
market until a slump occurred. This desired effect was fol-
rong pressure on the part of shoe manufacturers and jobbers
leather market. Tanners began buying hides again and late
er prices advanced in consequence, putting an end to the bear

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LEATHER.

From the Shoe and Leather Gazette.

LEATHER TRADE OF 1896.

December, 1895, found leather on the down grade. The boom of 1895 had bursted, and leather had been declining all the fall and winter. The leather market was in an exceedingly depressed condition, and prices were made by buyers almost at their own sweet will. In December, however, a change came over the market and the downward tendency was checked.

January, 1896, brought considerable strength to the leather market, and prices moved up a notch, but the month closed on rather a weak market. Shoe leather braced up in February, but harness did not keep pace with it. Later in the month sole leather showed weakness again with prices uncertain, tanners becoming eager sellers. March was a quiet month throughout, "waiting" being the one feature.

Before the middle of May there was a decided stiffening in the leather markets and concessions were hastily withdrawn. Advances in hides and a demand for leather made higher prices of leather necessary and possible. This condition continued on through June and July until August with minor fluctuations, but no real advances of moment. The course of the market since August is told briefly and pointedly by the accompanying table:

Selection.	August.	December.
Oak sole leather	24	28
Scoured oak backs	25	30
Oak harness leather	24	28
Hemlock sole	19	22
Union sole	23	30
Russet collar	11	14
Grain leather	9	12

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CEIPTS AND SHIPMENTS FOR FIFTEEN YEARS.

	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
.....	15,139,840	15,939,579	46,505,880	81,581,130
.....	21,503,780	20,526,100	44,169,790	78,039,400
.....	24,861,455	24,430,971	46,456,970	68,543,869
.....	15,024,436	15,726,165	45,011,866	61,522,479
.....	25,350,690	27,450,379	38,412,854	47,596,204
.....	21,975,954	21,464,552	34,744,949	39,487,722
.....	20,540,508	23,226,444	28,245,828	38,838,760
.....	21,018,920	18,239,236	29,732,042	36,445,068
.....	19,626,629	21,463,998	31,814,049	40,296,581
.....	17,347,186	17,392,858	26,175,972	31,476,338
.....	18,563,614	17,825,630	19,978,696	23,407,160
.....	21,198,031	25,145,815	20,864,833	25,386,095
.....	12,391,806	17,665,858	16,305,415	21,797,724
.....	18,868,729	20,903,974	17,453,244	20,806,960
.....	16,019,836	14,845,897	22,135,538	26,744,094
.....	11,198,272	9,817,534	20,079,814	28,068,636
.....	12,387,089	10,492,524	18,436,253	24,114,529

RECEIPTS OF PELTRIES AND FURS.

UNDLES.			BUNDLES.
.....	210,432	1886.....	18,689
.....	196,498	1885.....	17,474
.....	87,058	1884.....	15,459
.....	96,355	1883.....	15,591
.....	101,442	1882.....	18,089
.....	125,526	1881.....	16,115
.....	78,838	1880.....	12,078
.....	43,316	1879.....	10,688
.....	45,332	1878.....	10,439
.....	22,045	1877.....	12,886

RECEIPTS OF LEATHER.

ROLLS.			ROLLS.
.....	73,108	1893.....	103,082
.....	84,464	1894.....	89,583
.....	92,336	1895.....	83,588
.....	98,896	1896.....	80,186

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HAY.

Reported by St. Louis Hay Exchange.

If the "wheel" is driving out the horse, it certainly is not apparent as yet from the volume of hay that comes to market and is consumed.

The receipts in St. Louis for 1896 show an increase over the previous year of about 3,500 cars, and of 7,000 cars over 1894.

The market during the first half of the year ruled strong and active, with good average prices prevailing; during the last half, in sympathy with the general mercantile depression, the tendency was toward much lower prices, with a continued unsettled feeling that made it far from satisfactory to either buyer or seller.

The crop of 1896-97 was large, especially in the yield per acre, but it was more or less damaged after it was made, but before it was fully cured. As a result, a considerable proportion of the receipts have been of low grade stuff, which is not conducive to establishing or maintaining a stable value.

The year closed with liberal stocks of the low grade, and a very dull, narrow market.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1896	230,352	107,980
1895	195,582	69,046
1894	159,969	41,238
1893	141,238	30,095
1892	131,148	32,078
1891	141,398	38,253
1890	114,092	40,247
1889	116,346	53,522
1888	107,884	34,665
1887	85,394	23,861
1886	85,078	30.006
1885	97,975	38,826
1884	78,798	25,273
1883	82,540	22,433

Stock in store December 31st, 1895, about 7,500 tons.
" " " " 31st, 1896, " 8,250 "

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ECEIPTS AND SHIPMENTS OF HAY DURING 1896.

BY	Receipts.	Shipm'ts.
Alton R. R., Mo. Div	3,535	20
acific R. R	37,110	274
n Francisco R. R	29,740	1,867
. R. (West)	26,278	422
. City & Colo. R. R	20	206
as & Texas R. R	34,469	57
outhwestern R. R	185	111
Mountain & Southern R. R	110	12,907
ntral R. R	5,340	10,556
& Nashville R. R	635	16,738
hio R. R	80	7,085
Evansville & St. Louis R. R	605	3,020
& Ohio S.-W. R. R	1,310	9,735
Alton R. R	1,210	3,728
Cin., Chi. & St. Louis R. R	3,575	5,308
& Terre Haute R. R	3,347	13,974
. R. (East)	3,370	6,849
ouis & Kansas City R. R	3,485	6,565
eoria & St. Louis R. R	4,703	5,614
urlington & Quincy R R	37,995	1,375
Keokuk & Northwestern R. R	32,065	88
Chicago & St. Paul R. R	485	316
leville & Southern R. R	.....	21
sissippi River	477	1,144
sissippi River	172	
ver	31	
iver	20	
ib. & Tenn. Rivers	.....	
tons	230,352	107,980

ONTHLY RANGE OF PRICES OF HAY DURING 1896.

MONTHS.	Choice Timothy, per ton.	Choice Prairie, per ton.
	$12.00 @ 14.50	$8.50 @ 10.00
	12.00 13.50	8.50 9.50
	12.00 14.00	8.50 10.00
	12.50 15.50	8.50 10.00
	13.00 15.50	8.50 10.00
	12.00 13.75	7.00 8.50
	10.00 14.00	5.50 8.00
	10.00 13.00	5.00 7.50
r	9.00 11.00	5.50 6.50
	9.50 12.00	6.50 7.50
r	9.50 12.50	7.00 7.50
r	10.50 12.50	7.00 7.50

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SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

Year.	Receipts.			Shipments.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1896	329,666	39,163	454,160	257,106	9,340	23,025
1895	304,204	72,793	804,980	283,541	17,043	54,320
1894	248,830	60,737	620,500	238,404	8,628	22,960
1893	241,189	80,198	364,020	195,431	16,759	99,680
1892	290,487	48,963	473,200	230,230	38,266	249,923
1891	381,671	42,478	388,440	316,679	26,808	168,015
1890	326,189	33,840	168,030	346,691	25,578	70,020
1889	293,663	21,316	304,080	280,359	8,223	44,800
1888	330,110	24,649	254,700	258,410	22,821	137,680
1887	394,676	32,060	320,490	297,126	9,474	192,319
1886	400,358	51,992	247,160	396,437	11,658	56,924
1885	387,737	46,331	548,700	309,571	8,957	345,323
1884	436,440	58,237	496,800	318,933	13,246	228,020
1883	336,175	57,981	693,720	296,237	14,547	457,593
1882	297,425	42,750	368,290	291,188	16,519	245,071
1881	232,843	73,239	314,720	218,185	25,197	182,382
1880	313,379	61,348	333,868	239,163	21,688	.....
1879	244,966	78,345	439,788	221,965	21,691	.....
1878	271,521	178,781	.....	218,997	32,049	.....
1877	202,377	104,406	.....	184,934	25,519	.....
1876	242,153	14,850	.....	196,988	39,900	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1896.

By	Receipts.			Shipments.		
	Sacks.	Bbls.	Bush. In Bulk.	Sacks.	Bbls.	Bush. In Bulk.
Chicago & Alton R.R. (Mo. Div.)	.....	.....	.....	.....	7,570	.....
Missouri Pacific Railroad	2 700	25	86,800	1,918	21,898	6,160
St. L. & San Francisco Railroad	305	100	15,680	90	23,378	1,680
Wabash Railroad (West)	900	180	1,680	940	33,655	5,665
St. L., K.C. & Colorado R.R	.....	.....	.....	.....	900	.....
Mo., Kansas & Texas R. R	.....	.....	.....	25	59,951	.....
St. Louis Southwestern R.R	.....	.....	.....	.....	5,338	.....
St. L., Iron Mountain & So. R. R.	.....	200	.....	6	19,111	2,800
Illinois Central R. R.	6,345	1,276	99,120	50	19,538	1.120
Louisville & Nashville R.R	1,408	.....	1,120	75	1,462	560
Mobile & Ohio R.R.	1,650	.....	.....	40	26,472	.....
L., E. & St. Louis R .R.	.....	.....	.....	32	3,749	.....
Baltimore & Ohio S.-W. R. R	1.000	4,425	12,880	5	896	.....
Chicago & Alton R.R.	1,320	550	560	.....	800	.....
C., C., C. & St. Louis R.R.	615	140,225	94,640	21	347	2,800
Vandalia & Terre Haute R.R.	395	7,755	68,860	.....	317	.....
Wabash Railroad (East)	200	141,420	14,560	150	62	.....
Toledo, St. Louis & Kas. City R. R.	22,330	33,420	58,240	.....	300	.....
Chicago, Peoria & St. Louis R.R.	.....	.....	.....	.....	44	.....
Chicago Burlington & Quincy R.R.	.....	.....	.....	4,000	57	.....
St. L., Keokuk & N.-W. R. R.	.....	90	.....	1,550	830	1,680
St. L., Chicago & St. Paul R. R)	.....	.....	.....	.....	85	.....
St. L., Belleville & So. R. R.	.....	.....	.....	.....	.....	560
Illinois river	.....	.....	.....	438	25,346	.....
Total	39,163	329,666	454,160	9,340	257,106	23,025

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CANDIES.

s one of the greatest candy markets in the United States. present in operation seven large manufactories, emplying on ltogether about 800 hands, and paying in wages $250,000 per e yearly output has been estimated at 30,000,000 pounds, 500,000.

extends over a territory comprising from thirty to thirty-five o New York and the Atlantic Coast States, north to the south to the Gulf. and west to California and Oregon.

existing prejudice of Eastern buyers against making pur- in this line as well as in others, has, by the energy and manufacturers, been entirely overcome, and the trade with ers has become one of the most important branches of the

in St. Louis some of the most expensive and complete lants for the manufacture of candy that can be found any- country. Every new device that promises success is eagerly t. Louis and progress have become synonymous terms among in the United States. West of the Alleghenies St. Louis is e standard.

96 the confectioners of St. Louis have maintained their repu- h quality of goods and generally the trade has shown a gain volume, and the indications are for a fairly prosperous g 1897.

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DRIED FRUITS.

From the Interstate Grocer.

	1896.	1895.	1894.
Receipts, packages	80,455	150,908	99,405
Shipments, packages	140,590	182,363	219,062

The business done during the year 1896 in so-called domestic dried fruits, which term dealers apply to the product produced in the territory tributary to St. Louis—Missouri, Illinois, Arkansas and Tennessee—was the smallest in the history of the trade. The fruit crops were a total failure throughout the West and South, and, therefore, not much fruit was evaporated or sun-dried, so that dealers had little stock to work on. This deficiency was, however, more than offset by increased supplies from the East and North, where the fruit crops were the largest on record. New York State, Michigan and Canada never before raised such a large crop of apples as in the season of 1896, and the prices of both green and dried fruits were the lowest on record. St. Louis dealers reported a fair jobbing trade, yet in some sections business was curtailed somewhat by the strong competition put up by the Eastern dealers. St. Louis, owing to its central location, has been and always will be a large distributing point for dried fruits throughout the South and West, yet a total failure of the fruit crops of this section such as experienced this season naturally takes away a good portion of its trade.

RECEIPTS AND SHIPMENTS OF DRIED FRUITS.

	Receipts. Sks. and Bbls.	Shipments. Sks. and Bbls.
1896	80,455	140,590
1895	150,908	182,363
1894	99,405	219,062
1893	155,015	200,338
1892	150,766	218,485
1891	128,932	183,997
1890	150,917	212,330
1889	125,733	216,801

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SEEDS.

RECEIPTS FOR FOUR YEARS.

1896.			1895.			1894.			1893.		
	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
	686,300	.....	3,048	477,150	.....	1,847	421,850	.....	1,646	369,600	.....
	.....	.....	47,959	.....	.....	59,674	.....	.....	46,802	.....	.....
	.....	3,645	.....	.....	2,413	.....	.....	3,993	.....	.....	90

ipment of Flaxseed for 1888, 6,154 sacks and 45,975 bushels.
" " " 1889, 2,625 " " 340,288 "
" " " 1890, 518 " " 700,160 "
" " " 1891, 712 " " 120,011 "
" " " 1892, ... " " 161,248 "
" " " 1893, ... " " 155,557 "
" " " 1894, ... " " 225,205 "
" " " 1895, ... " " 225,845 "
" " " 1896, ... " " 606,879 "

is a prominent market for Flaxseed, a large proportion of the West being consumed in our mills. In the line of grass seeds, not as prominent a market as some others, a large amount of ived here.

FLAXSEED.

range in price of prime in car lots (small lots sold at 2 and 3 for three years.

	1896.	1895.	1894.
.....	86 @ 87	1 25 @1 40	1 12 @1 32
.....	84 87	1 36 1 38	1 35
.....	83½ 84	1 36 1 37	1 28 1 36
.....	82 84	1 35 1 40	1 15 1 30
.....	78 85	1 41	1 18 1 25
.....	73 76	1 23 1 40	1 12 1 15½
.....	64 71	1 18 1 25	1 14 1 22
.....	60 70	96 1 16	1 19 1 25
.....	60 64	86½ 95	1 20 1 46
.....	67 71	87 94½	1 40 1 44
.....	68 77	86 88	1 37½ 1 43
.....	74 76	87 90	1 38 1 40

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PRODUCE.

St. Louis is one of the largest markets in the country for Farm Produce. Being the nearest large market to the South, the early supply of vegetables and fruits first come to this market, and the North and Northwest are largely supplied from this point.

POTATOES.

In the handling of potatoes, St. Louis probably exceeds any other city. In addition to the large receipts at this point, which equaled 2,189,292 bushels in 1896, large shipments are made from the American bottom opposite St. Louis on the Illinois side, a rich strip of bottom land about twenty-five miles long and five miles wide. During the past year St. Louis firms shipped, from various points in the American bottom, 5,525 carloads of potatoes, averaging 500 bushels to the car, a total of 2,762,500 bushels. While this is a part of St. Louis business, it does not appear in the records of the Exchange, for the reason that shipments are made direct and do not pass through St. Louis, and consequently are not credited in the tonnage at this point. In addition to the amounts thus shipped, a large quantity was received by our dealers by wagons, of which no account has been kept. It is estimated that the amount thus received is about equal to the city consumption, which is placed at 3,500 bushels per day. This would amount to 1,277,500 bushels, which would about equal the wagon receipts for the year so that the total business of St. Louis potatoes for the year 1896 can be placed at 6,000,000 bushels.

ORANGES AND LEMONS.

The receipts of the year of oranges and lemons were 444,539 boxes, being somewhat less than for past years.

Receipts of oranges were comparatively light, due largely to the failure of the Florida crop for the past two years. St. Louis for many years has drawn most of its supplies from Florida, and the fruit became so widely known that it sold higher even than foreign, Mexican or Far West fruits, the famous California Navals ranging next. The low prices of apples and other competing fruits also influenced the receipts of oranges.

Receipts of lemons also were light, estimated at 81,000 boxes, and were handled mostly during the four months of May, June, July and August.

GRAPES.

St. Louis is a prominent grape market. The total receipts for 1896 amounted to approximately 476 cars, averaging 3,000 baskets to the car,

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as, however, not equal to the receipts of 1894 and 1895. The of the car loads came from Ohio, New York and Pennsylvania. receipts by farmers wagons are not included, as no estimate can

BANANAS.

eceipts for the year were very large, all things considered, reach- urprising figures of 715 cars. In the face of the immense fruit low prices competing, the magnitude of the banana trade is dif- explain. No other fruit has so steadily gained in popularity dur- past twenty years. In view of the fact that the cost delivered here over $300.00 per car, some idea can be formed of what the con- ad to pay for this one fruit during the year.

CABBAGE.

ouis is the greatest cabbage market in the country, the consump- g large. However, in addition to the local demands, the call for aking draws heavily on the offerings.

ng the past year the receipts were 950 cars, but the local crop, not included in this report, is far in excess of this amount.

00 packages of kraut were manufactured in this market during the son.

APPLES.

eceipts of apples for the past year were 484,928 barrels, the largest for many years. St. Louis is a distributor for the South and st, and also handles at times large quantities of apples for export. other articles of produce, considerable quantity is received by of which no account is kept.

From the Interstate Grocer.

CHEESE.

	1896.	1895.	1894.
boxes	754,421	472,953	437,618
s, boxes	204,062	185,114	192,567

rs report that business was quite satisfactory during the year that trade was up to the average, yet the general depression in and commercial circles during part of the year, no doubt, cur- ade to some extent and reduced its volume. The low prices cur- ing the summer depression and prior to the election enabled to lay in a supply at comparatively low prices. The stock of n St. Louis on January 1, 1896, was 5,500 boxes, but these were eaned up before the season came to a close under a good, healthy Trade during the summer and early fall was rather duller than t when it became apparent towards close of the year that the

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production was going to be short, a better, and, in fact, quite healthy feeling developed and at the end of the year stocks in hands of dealers were only 4,800 boxes.

BUTTER.

	1896.	1895.	1894.
Receipts, pounds	16,121,802	14,812,095	14,188,544
Shipments, pounds	4,657,043	5,084,840	5,135,055

The butter trade for the year 1896, considering all other lines of business, has been quite satisfactory. The receipts were the largest on record, though the shipments were smaller than for several years, which indicated an increased local consumption. The year was begun with no large hold-over stocks to interfere with the new make, which was rather full and more continuous throughout the year than usual. There has also been less fluctuations in prices than in past years and no extremes reached, as with but few exceptions reasonably low prices prevailed. It was noticed that while the make of ordinary country butter and even of dairy was gradually growing less, creamery butter continued to come in increased quantity and improved quality. Missouri furnishing a respectable amount and giving promise of soon becoming quite a dairy State. Its creameries, as far as heard from, last year reported an output of butter amounting to over 1,500,000 pounds. Prices at close of the year were a little lower than at beginning of the year, and stocks at storage points were reported as fairly well disposed of.

EGGS.

	1896.	1895.	1894.
Receipts, cases	796,490	654,988	598,778
Shipments, cases	494,880	418,014	317,228

A further substantial gain is noted in the trade in eggs during 1896, as both the receipts and shipments were the largest on record. There were not only more eggs consumed in the city, but the outside order and shipping trade was also increased, which was due to the excellent reputation that the eggs put up by St. Louis dealers bear all over the country. This increase in business was partly the result of improved methods of refrigeration, which has materially cheapened the cost of cold storage—the only way in which eggs can be kept any length of time without spoiling. A number of public as well as private plants have been added to the cold storage facilities of the city, and more eggs were put away during the summer and fall than ever before. Not many years ago eggs usually commanded such a high price during the winter months that the consumption was materially lessened, but now enough eggs are put away when they are overabundant and cheap in the summer, so that dealers are enabled to hold the price at a reasonable figure and thereby keep up a steady, good consumption all through the winter.

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	Apples.	Oranges and Lemons.					Apples.	Oranges.		
	Barrels.	Boxes & Barrels.	Pckgs.	Bush.	Sks. and Barrels.	Bush.	Barrels.	Pckgs.	Pckgs.	Bush.
Chicago & Alton R. R., Mo. Div	5,857	69,387	.....	.....	210	.....	12,185	.....	.....	400
Missouri Pacific R. R	38,870	6,685	443	500	551	7,200	4,053	1,158	4,994	5,720
St Louis & San Francisco R. R	9,827	50,565	.....	.....	83,190	37,800	3,042	2,506	36,449	1,200
Wabash R. R (west)	15,944	44,511	707	13,000	454	37,350	3,124	10,268	41,073	1,520
St. Louis, Kansas City & Colorado R. R.	.....	.....	.....	.....	.....	450	.....	.....	.....	.....
Missouri, Kansas & Texas R. R	3,934	96,821	3,077	.....	650	1,350	12,192	5,412	35,211	13,150
St. Louis Southwestern R. R	.....	300	.....	.....	305	1,800	31,644	9,857	48,461	39,357
St. Louis, Iron Mountain & So. R. R	1,245	22,730	534	.....	135,439	56,250	52,138	22,793	72,068	53,690
Illinois Central R. R	7,621	1,105	12,172	1,000	10,998	34,650	25,992	5,207	4,412	76,242
Louisville & Nashville R. R	3,963	1,355	170	500	2,712	18,450	9,927	2,599	3,865	113,195
Mobile & Ohio R. R	215	54,885	5,785	.....	35,229	46,350	21,449	1,776	3,392	40,188
Louisville, Evansville & St. Louis R. R.	8,245	.....	437	500	3,241	13,950	717	416	1,861	3,920
Baltimore & Ohio Southwestern R. R	31,680	3,295	6,081	.....	1,532	450	507	780	4,592	6,250
Chicago & Alton R. R	13,830	880	4,725	14,000	3,164	84,600	3,922	1,234	39,152	23,690
Cleveland, Cin., Chi. & St. Louis R. R.	21,541	16,320	15	4,000	2,017	54,000	435	386	32,126	27,260
Vandalia & Terre Haute R. R	23,127	2,945	1,595	17,500	4,868	148,500	3,485	700	8,853	171,450
Wabash R. R. (east)	76,005	28,885	450	23,500	30	144,000	13,422	404	73,113	39,800
Toledo, St. Louis & Kansas City R. R	163,229	29,019	5,053	45,500	7,115	137,350	1,016	1,985	50,778	11,470
Chicago, Peoria & St. Louis R. R	1,755	.....	200	500	886	16,650	1,031	411	3,604	1,300
Chicago, Burlington & Quincy R. R	6,195	.....	445	45,500	310	56,700	5,188	22	4,154	8,950
Keokuk & St. Louis R. R	27,065	14,851	13,475	13,500	1,506	187,200	2,658	861	5,135	.....
St. Louis, Chicago & St. Paul R. R	3,545	.....	15	10,500	15	103,050	495	838	1,162	400
St. Louis & Eastern R. R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	8,581	.....	9,093	1,500	923	7,000				
Lower Mississippi River	672	.....	12,080	.....	32,118	.....				
Illinois River	1,982	.....	66	.....	37	.....	2,977	3,575	9,650	.....
Missouri River	.....	.....	5	.....	.....	.....				
Ohio, Cumberland and Tenn. Rivers	.....	.....	.....	.....	564	.....				
Total, 1896	484,928	444,539	76,623	191,500	328,064	1,195,100	211,599	73,188	484,105	639,152
" 1895	439,651	364,973	71,635	190,500	445,407	1,133,150	306,472	70,310	400,747	826,724
" 1894	359,961	563,762	58,603	156,000	165,674	895,500	217,874	94,793	348,521	299,490
" 1893	157,476	531,576	87,105	141,150	133,688	1,243,250	68,844	116,137	346,107	457,246
" 1892	237,487	451,136	99,418	138,500	134,247	1,283,900	128,655	145,120	343,795	458,173
" 1891	202,853	393,910	67,728	250,000	158,329	1,417,150	96,478	130,824	262,631	539,551

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BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bl
1896	12,914	85,250	25,763	.....	19,880	61,87
1895	17,873	18,150	64,761	.....	500	75,97
1894	2,281	21,450	37,574	.....	.....	89,21
1893	1,270	28,600	62,316	.....	.....	73,32
1892	4,889	26,950	47,138	.....	1,263	77,99
1891	6,246	158,950	46,840	.....	23 221	78,29
1890	2,200	160,600	58,698	.....	19,000	80,18
1889	3,850	119,900	38,222	865	502	87,12
1888	4,875	105,500	37,524	3,536	7,995	97,16
1887	5,786	149,000	71,978	8,777	4,690	66,90
1886	23,345	217,500	45,420	9,626	500	58,23
1885	16,592	53,000	37,178	247	500	56,64
1884	3,969	44,000	28,766	703	6,025	33,17
1883	4,542	102,500	39,592	922	40,661	32,64
1882	6,435	264,250	24,134	685	66,004	34,06
1881	13,384	174,000	49,847	21,141	51,518	33,66
1880	9,057	285,000	25,363	9,135	22,500	17,90
1879	5,619	499,650	24,003	1,838	48,064	16,98
1878	18,876	239,500	14,846	2,907	23,435	10,25
1877	79,123	.....	17,074	25,574	.....	12,50
1876	69,133	.....	13,033	23,723	.....	11,97

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1896.

Small lots sold 5 @ 10 cents less.

January	$1 25	July	$1 20 @
February	1 25	August	1 00
March	1 20@1 25	September	97½ 1 00
April	1 20	October	95 97½
May	1 20	November	97½ 1 00
June	1 20	December	1 15 1 25

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY YEARS.

YEARS.	POTATOES.						ONIONS.		
	RECEIPTS.			SHIPMENTS			RECEIPTS.		SHIP'TS
	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls	Bush in Bulk.	Sacks and Bbls
1896..	328,064	1,195,100	2,189,292	484,105	639,152	2,091,467	76,623	191,500	73,18
1895..	445,407	1,133,150	2,469,371	400,747	826,724	2,028,965	71,635	190,500	70,31
1894..	165,674	895,500	1,392,522	348,521	299,490	1,345,053	58,603	156,000	94,79
1893..	133,688	1,243,250	1,643,314	346,107	457,246	1,495,567	87,105	141,150	116,13
1892..	134,247	1,283,900	1,686,641	343,795	458,173	1,489,558	99,418	138,500	145,12
1891..	138,329	1,417,150	1,832,137	262,631	539,551	1,327,444	67,728	250,000	130,83
1890..	121,773	1,111,600	1,476,919	333,767	377,178	1,372,479	53,613	106,500	87,46
1889..	98,373	697,800	992,919	453,446	731,901	2,092,239	65,482	125,500	19,23
1888..	170,781	707,150	1,219,493	396,083	234,537	1,422,786	93,874	77,400	99,57
1887..	167,412	799,400	1,301,636	372,405	194,403	1,311,618	70,407	51,000	99,76
1886..	113,700	471,850	812,950	539,633	180,645	1,789,544	33,732	134,500	73,60
1885..	109,786	691,750	1,021,108	545,312	123,007	1,758,943	89,143	48,450	73,61
1884..	158,857	706,275	1,176,846	274,112	128,009	1,020,345	103,261	45,100	73,32
1883..	206,397	859,700	1,478,891	322,940	97,877	1,066,697	75,158	71,500	95,64
1882..	194,639	754,450	1,338,367	330,121	152,181	1,142,544	63,937	77,000	71,31
1881..	190,312	807,818	1,378,754	219,644	44,129	702,061	57,678	25,000	48,71
1880..	142,424	374,150	801,422	250,465	84,984	836,379	72,571	....	45,49
1879..	155,499	496,550	963,047	239,914	31,121	750,863	60,866	....	42,63
1878..	108,575	276,950	548,388	154,079	161,159	546,356	66,238	....	39,02

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

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TS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1896.

By	Butter. Receipts, pounds.	Butter. Shipments, pounds.	Cheese. Receipts, boxes.	Cheese. Shipm't boxes.
on R.R (Mo. Div.)	133,800	.....	.....	1,684
lc R.R	3,686,835	27,825	435	12,367
rancisco R.R	135,440	83,900	55	12,802
ray, (West)	369,410	109,750	1,258	9,538
y & Colo R. R	.....	.....	.....	.....
sas & Texas R. R	63,800	390	195	8,795
. R. R	230	118,010	.....	17,866
n. & South'n R. R	3,340	1,103,268	460	104,942
l R. R	987,130	492,495	1,590	11,584
ashville R.R	9,180	117,585	30	1,836
R.R	62,560	1,500	50	7,436
nsville & St. Louis R.R	10,870	10,060	.....	850
hio S.-W. R. R	5,020	11,100	420	1,979
on R.R	1,333,950	110,010	3,665	182
, Chicago & St. Louis R. R	27,580	37,310	1,130	1,137
rre Haute R. R	682,925	116,270	2,823	1,178
ay (East)	5,856,450	2,263,650	740,875	2,253
nis & Kansas City R.R	840	18,390	125	5
a & St. Louis R. R	330	750	100	302
ngton & Quincy R.R	1,068,700	.....	.....	4
uk & N.-W R.R	363,840	40	1,175	.....
ago & St. Paul R. R	270	200	.....	1,256
stern R. R	.....	.....	.....	155
leville & Southern R. R	.....	.....	.....	.....
ppi River	1,450	} 34,630	.....	} 5,911
ppi River	149,850		35	
	.....		.....	
	800		.....	
and and Tennessee Rivers	.....		.....	
	1,167,292		.....	
	16,121,892	4,657,043	754,421	204,062
lbs.	16,121,892	4,657,043	754,421	185,193
"	15,812,095	5,086,550	172,953	185,193
"	14,138,544	5,135,055	437,618	192,567
"	12,575,298	4,895,303	353,230	160,188
"	13,401,788	4,964,160	224,661	212,687
"	13,791,258	6,875,776	188,265	165,925
"	13,661,924	4,446,799	180,495	109,065
"	12,822,101	4,623,378	185,414	138,699
"	11,109,733	3,375,586	139,014	145,856
"	9,234,043	2,221,570	109,767	106,204
"	8 605,230	2,557,238	128,882	99,881

RECEIPTS AND SHIPMENTS OF EGGS.

	Receipts.	Shipments.
s	796,490	494,831
	654,938	413,014
	598,773	317,228
	562,359	292,165
	469,216	174,041
	501,313	271,718

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RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES

FOR 1896.

ARTICLES.		RECEIPTS.	SHIPMENTS
Ale and Beer	packages	.....	3,435,
Barbed Wire	pounds	17,166,200	48,040,
Beef	barrels and tierces	.....	
Fresh Beef	pounds	17,847,900	248,746,
Canned Beef	"	.....	5,299,
Boots and Shoes	cases	881,287	680,
Cordage and Rope	coils	90,268	.....
Cement	sacks	730,563	.....
"	barrels	262,095	.....
Cotton Seed Meal	tons	5,004	6,
Cranberries	barrels	9,790	.....
Candles	boxes	.....	155,
Eggs	packages	796,490	494,
Fish	"	43,427	.....
Fertilizer	tons	.....	34,
Hops	bales	6,148	.....
Iron and Steel	tons	107,416	.....
Leather	rolls	80,186	.....
Malt	sacks	77,915	132,
Nails	kegs	353,123	394,
Oils	barrels	45,124	.....
"	tanks	8,547	.....
Oil Cake	tons	.....	
Oranges and Lemons	packages	444,539	.....
Ore, Iron	tons	15,086	3,
" Zinc	"	28,020	19,
Pig Iron	"	99,073	34,
Railroad Iron	"	26,262	.....
Staves	M	226	.....
"	cars	5,264	.....
Soap	boxes	.....	656,
Tallow	pounds	18,225,000	13,212,
Tin	boxes	49,455	.....
Wines and Liquors	barrels	15,019	.....
" "	boxes and cases	37,237	.....
Zinc and Spelter	slabs	716,859	1,104,

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	bbls.	pcs.	Sacks.	Bushels.	lbs.	bbls.	lbs.	lbs.	lbs.	Cases.
January	6,270	290	103	252,750	1,066,140	750	1,060,300	....	937,200	66,223
February	13,750	25	.....	261,600	969,650	461	1,109,300	....	2,439,100	53,185
March	11,805	170	.....	228,000	1,073,510	717	2,292,000	....	2,896,800	56,805
April	5,803	20	.....	96,000	1,189,825	928	2,161,800	....	1,665,600	48,973
May	235	199	21	26,250	1,396,920	110	883,000	....	1,325,400	61,592
June	80	80	.....	7,500	1,842,590	1,208	615,800	....	752,500	97,935
July	12,909	40	42	4,500	1,680,320	961	599,300	....	872,700	99,860
August	20,070	7,810	.....	2,250	1,711,453	908	874,100	....	1,078,700	94,158
September	56,122	11,230	4	22,500	1,438,575	3,357	602,900	....	1,108,400	72,447
October	156,315	11,850	21	337,500	1,438,260	6,006	1,722,100	....	1,960,900	63,899
November	150,665	9,025	28	463,500	1,092,542	5,850	2,939,300	....	1,805,700	51,300
December	50,902	1,390	.....	228,750	1,222,105	4,507	2,306,300	....	1,004,900	114,910
.....	.....	.....	.....	.....	.....	.....	.....	....	.....	....
Totals	484,928	42,129	219	1,931,100	16,121,892	25,763	17,166,200	....	17,847,900	881,287
By Railroad	473,693	42,049	.....	1,931,100	14.802,500	24,676	17,166,200	....	17,847,900	881,155
" River	11,235	80	219	.....	152,100	1,087	.....	....	.....	132
" Express	.....	.....	.....	.....	1,167,292	.....	.....	....	.....	....

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MONTHLY RECEIPTS FOR 1896.—Continued.

Date—1896.	Bran and Shipstuff.		Cordage and Rope, coils.	Cattle, head.	Castor Beans.		Cement.		Cheese, bxs.	Coffee, sks.
	Sacks.	Cars in bulk.			Sacks.	Bus. bulk	Sacks.	bbls.		
January	43,440	32	7,355	73,187	692	.....	29,520	10,680	61,715	41,545
February	59,755	20	7,120	58,648	658	.....	39,290	24,933	43,945	33,290
March	52,820	21	12,460	58,642	100	1,100	66,125	26,695	52,885	31,860
April	41,190	16	9,690	52,005	1,404	1,100	74,763	18,555	45,816	35,749
May	13,780	40	8,745	62,229	730	.....	58,270	19,725	54,060	24,090
June	50,625	71	8,900	87,544	.....	.....	71,395	27,780	72,940	19,225
July	66,567	35	5,865	93,471	.....	.....	45,605	23,895	74,715	28,005
August	84,866	38	4,481	93,361	.....	7,700	90,800	30,160	81,260	31,170
September	38,745	48	1,827	104,668	64	45,650	91,730	21,057	72,535	40,449
October	32,015	57	4,505	92,801	4,006	20,900	81,105	29,430	72,300	38,880
November	22,175	47	6,880	87,817	2,885	7,150	46,955	22,185	60,710	44,040
December	31,955	47	12,440	91,240	2,375	1,650	35,005	7,000	60,540	34,885
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	537,933	472	90,268	955,613	12,914	85,250	730,563	262,095	754,421	403,388
By Railroad	535,071	472	90,268	928,908	12,890	85,250	730,563	168,680	754,386	403,388
" River	2,862	.....	.....	16,235	24	.....	.....	93,415	35	.....
" Driven	.....	.....	.....	10,470	.....	.....	.....	.....	.....	.....

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January	20,190	1,225,000	2,075	7,079	39,244	105	385	300	11,735	8,220
February	22,638	1,556,100	3,775	3,856	35,213	15	175	.....	10,875	4,836
March	23,948	1,615,600	3,015	2,351	28,799	20	343	.....	10,115	7,649
April	39,180	1,025,560	2,175	1,596	18,039	.....	923	.....	10,490	5,069
May	21,254	927,850	3,560	775	17,606	.....	17	.....	7,790	2,299
June	13,850	851,200	5,975	290	8,516	.....	50	.....	6,080	983
July	20,784	1,662,500	7,260	1,144	2,469	.....	.....	.....	7,025	2,286
August	13,010	4,002,000	10,815	295	1,501	.....	.....	.....	7,445	3,509
September	3,832	1,330,800	10,640	8,565	26,372	690	.....	1,957	6,035	12,412
October	9,080	3,118,500	8,875	30,786	89,745	1,325	701	1,127	9,855	18,025
November	11,130	2,332,400	8,805	25,431	90,510	795	2,016	3,958	10,760	10,492
December	3,398	3,910,200	11,975	24,342	88,767	695	394	2,448	9,710	4,675
By Wagon	.....	700,000	.....	.....	.....	.....	.....	.....	.....	.....
Totals	202,294	24,257,710	78,945	106,510	446,781	3,645	5,004	9,790	107,918	80,455
By Railroad	105,104	23,443,000	78,945	95,424	446,581	3,645	5,004	9,790	107,918	77,585
" River	97,190	114,710	.....	11,086	200	.....	.....	.....	.....	2,870
" Wagon	.....	700,000	.....	.....	.....	.....	.....	.....	.....	.....

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MONTHLY RECEIPTS FOR 1896 — Continued.

Date—1896.	Eggs, pkgs.	Flaxseed. Sacks.	Flaxseed. Bus. bulk.	Flax Tow Bales.	Fish, pkgs.	Flour, bbls.	Grease lbs.	Glucose, bbls.	High-wines & Whisky. bbls.	Hay, tons.
January	46,187	252	13,200	.....	2,172	101,550	1,073,700	5,280	8,330	38,010
February	93,836	174	4,950	.....	2,240	105,400	611,300	5,055	8,415	20,985
March	132,691	58	15,400	.....	830	88,225	252,500	4,000	9,505	20,505
April	168,186	140	7,150	.....	295	83,555	284,800	3,755	9,574	17,738
May	86,043	.....	18,700	.....	1,320	96,230	59,000	4,375	5,810	20,085
June	62,096	250	7,700	.....	1,950	113,174	511,400	5,745	7,215	16,250
July	47,930	22	39,050	.....	2,465	121,475	249,100	4,666	6,620	11,516
August	34,797	1,088	335,400	.....	3,760	127,511	115,500	4,260	6,542	21,214
September	31,172	738	128,700	.....	6,990	137,215	142,200	9,010	8,314	12,120
October	39,259	26	66,000	.....	13,880	168,520	331,100	7,175	9,005	16,451
November	27,810	.....	22,000	.....	5,525	113,935	800	7,795	9,270	13,577
December	31,963	10	28,050	.....	2,000	91,810	375,500	8,745	12,060	21,901
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	796,490	2,758	686,300	.....	43,427	1,348,601	4,006,900	69,971	100,660	230,352
By Railroad	613,024	2,744	686,300	.....	43,427	1,264,600	4,001,600	68,025	100,660	229,652
" River	43,519	14	.....	.....	.....	84,001	5,300	1,946	.....	700
" Express	139,947	.....	.....	.....	.....	.....	.....	.....	.....	.....

Date—1896.	head.	lbs.	head.	bales.	tons.	bales.	lbs.	pigs.
January	18,621	2,753,660	200,792	1,951	7,064	.....	1,300,400	113,556
February	15,597	2,810,110	163,723	675	8,066	.....	751,200	119,395
March	9,768	2,042,750	169,152	810	9,936	.....	1,392,700	145,709
April	5,352	4,070,710	181,525	141	12,707	2,543	3,102,200	153,759
May	4,664	3,375,250	176,264	124	9,285	2,340	1,344,600	181,403
June	4,433	4,826,060	154,280	287	10,114	1,695	1,604,200	267,670
July	3,694	3,438,160	145,674	.....	9,493	.....	2,254,900	142,296
August	4,602	2,422,250	125,922	.....	8,604	.....	2,284,400	112,122
September	9,896	4,063,450	134,583	121	8,392	.....	1,495,100	145,750
October	15,160	5,823,880	188,562	448	7,741	135	3,436,000	205,498
November	15,333	5,574,410	149,190	705	7,023	269	2,486,000	173,517
December	14,602	5,305,190	208,228	886	8,991	120	2,255,900	185,464
.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	121,722	46,505,880	1,997,895	6,148	107,416	7,102	23,707,600	1,946,139
By Railroad	114,558	45,910,500	1,874,342	6,148	106,581	4,559	23,681,200	1,432,064
" River	1,927	595,380	110,249	.....	835	2,543	26,400	514,075
" Driven	5,237	.....	13,304	.....	.....	.....	.....	.....

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MONTHLY RECEIPTS FOR 1896.—Continued.

Date—1896.	Leather, rolls.	Lumber Cars.	Malt. sks.	Mdse. & Sundries.		Molasses.		Nails, kegs.	Oats.	
				Packages.	Cars.	Bbls.	Kegs.		Sacks.	Bushels.
January	11,485	3,824	1,910	591,350	9,003	4,320	.....	23,960	534	696,300
February	5,230	4,065	1,720	600,040	9,042	2,048	.....	27,990	31	623,700
March	9,605	5,300	1,650	693,220	11,345	975	.....	28,630	1,115	863,500
April	5,662	5,780	14,775	681,975	11,894	65	.....	30,734	1,768	674,300
May	5,315	5,422	15,475	649,280	12,065	105	.....	24,870	2,693	705,100
June	6,725	6,807	14,340	686,410	11,986	587	10	16,620	2,614	1,205,600
July	6,325	4,547	6,850	707,800	12,018	542	8	15,465	1,924	702,900
August	5,592	4,086	6,170	712,230	11,778	297	31	18,340	1,226	1,018,600
September	5,582	4,228	4,770	695,730	12,240	563	.....	35,704	945	1,237,500
October	7,075	4,377	4,225	690,030	11,329	2,007	816	39,625	83	1,261,700
November	6,385	4,088	2,030	670,920	9,498	2,033	923	40,130	257	746,900
December	5,205	4,245	4,000	659,545	9,995	3,288	20	50,855	12	1,289,200
By Wagon	.....	.....	.....	.....	.....	.....	.....	.....	.....	400,000
Totals	80,186	56,773	77,915	8,038,550	132,193	16,830	1,808	353,123	13,202	11,425,300
By Railroad	80,101	56,773	77,915	7,613,080	128,746	15,281	1,785	351,863	4,864	11,025,300
" River	85	.....	.....	425,520	3,447	1,549	23	1,260	8,338	.....
" Wagon	.....	.....	.....	.....	.....	.....	.....	.....	.....	400,000

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MONTHLY RECEIPTS FOR 1896—Continued.

Date—1896.	Oatmeal,	Oils.		Onions.		Oranges & Lemons,	Ore.		Pig Iron,
	Bbls.	Bbls.	Tanks.	Sks. & bbls.	Bus. blk.	bxs. & bbls.	Iron, tons.	Zinc, tons.	tons.
January	800	3,790	929	4,782	16,000	38,345	3,108	2,657	11,088
February	2,030	3,415	765	3,348	17,500	53,505	1,365	2,819	8,678
March	1,215	3,805	704	3,529	15,500	97,646	1,126	2,252	11,177
April	1,050	6,211	819	5,722	8,000	58,054	922	2,482	9,800
May	1,070	2,570	594	10,305	1,500	20,030	883	1,830	7,354
June	1,225	3,540	546	13,612	.....	17,105	1,895	4,996	6,541
July	2,195	4,760	590	7,245	3,000	17,650	885	2,989	7,583
August	2,340	3,064	548	12,772	12,000	21,213	850	1,717	5,959
September	5,520	3,294	755	8,513	40,500	9,106	680	1,353	7,520
October	6,940	2,630	758	4,308	32,000	7,315	1,118	1,711	7,076
November	1,050	2,730	755	1,455	22,500	16,500	801	1,952	7,687
December	395	5,265	784	1,035	23,000	88,070	1,448	1,262	8,610
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	25,830	45,124	8,547	76,623	191,500	444,539	15,086	28,020	99,073
By Railroad	25,610	45,044	8,547	55,379	190,000	444,539	15,086	28,020	92,140
" River	220	80	.....	21,244	1,500	.....	.....	.....	6,933
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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MONTHLY RECEIPTS FOR 1896.—Continued.

Date—1896.	Peltries and Furs, pkgs.	Pork Product.			Potatoes.		Rye.	
		Bl'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Sks. and bbls.	Bush.	Sacks.	Bush.
January	19,388	135	1,049,500	12,491,200	4,234	122,850	8	11,200
February	23,949	805	629,800	7,789,400	6,615	100,350	114	16,100
March	18,225	75	875,000	9,360,900	5,520	85,050	280	16,100
April	28,133	200	1,511,800	12,667,100	5,180	54,900	290	30,100
May	22,313	325	813,900	13,046,100	18,011	88,250	694	11,900
June	17,745	730	835,900	15,320,600	235,283	163,350	224	5,600
July	283	730	1,220,000	11,991,400	9,915	27,900	1,199	10,500
August	3,811	250	768,000	11,683,100	7,365	64,800	1,472	23,100
September	9,709	100	628,400	17,169,400	11,528	90,900	885	13,300
October	43,446	410	1,519,700	21,948,900	10,161	151,200	315	81,900
November	10,757	300	1,205,100	13,747,400	4,450	131,300	131	50,400
December	12,673	175	557,200	13,139 600	9,802	164,250	46	14,000
.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	210,432	4,235	11,614,300	160,355,100	328,664	1,195,100	5,658	284,200
By Railroad	208,845	4,235	11,604,300	160,245,600	294,422	1,188,100	1,035	284,200
" River	1,587	.....	10,000	109,500	33,642	7,000	4,623	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....

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MONTHLY RECEIPTS FOR 1896—Continued.

Date—1896.	Rice, pkgs.	Rosin, bbls.	R.R. Iron tons.	Salt.			Seeds, Sacks and bbls.	Sheep. Head.	Staves.	
				Sacks.	Bbls.	Bus. in blk.			M.	Cars.
January	9,447	1,511	511	2,465	24,475	24,080	3,367	29,349	....	414
February	9,027	1,800	3,102	2,250	18,705	34,160	9,285	32,306	....	342
March	13,340	5,427	3,091	1,955	13,025	26,880	11,514	30,562	20	451
April	6,913	3,597	307	3,530	12,500	44,240	10,637	63,802	20	450
May	6,530	3,390	2,520	5,110	20,970	49,840	8,556	108,206	8	380
June	6,570	4,503	2,612	3,590	14,820	62,720	3,248	129,675	10	371
July	3,355	3,980	6,506	2,920	21,190	56,000	1,143	63,154	....	436
August	2,843	4,614	1,142	1,968	33,081	28,000	6,573	40,248	35	497
September	8,185	4,466	169	1,570	38,855	33,040	5,023	37,029	38	529
October	6,915	6,145	497	4,425	38,020	19,040	6,981	37,010	93	570
November	6,750	4,975	2,415	6,250	44,095	16,800	3,017	26,624	2	429
December	7,815	5,494	3,390	3,220	49,930	59,360	2,219	34,907	....	395
.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....
Totals	87,690	49,902	26,262	39,163	329,666	454,160	71,563	632,872	226	5,264
By Railroad	85,335	49,902	24,262	39,163	329,666	454,160	64,966	607,204	.....	5,264
" River	2,355	.....	2,000	.....	.....	.....	6,597	17,508	226	.....
Driven	.....	.....	.....	.....	.....	.....	.....	8,160	.....	.....

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MONTHLY RECEIPTS FOR 1896.—Continued.

Date—1896.	Sugar.			Tea,	Tallow,	Tar and Pitch	Tobacco.		
	Hhds.	Bbls.	Bags.	chests.	lbs.	bbls.	Hhds.	Pkgs. leaf.	Man'f'd. lbs.
January	471	48,195	28,790	1,436	1,615,100	485	2,508	1,014	1,327,600
February	....	28,065	15,500	1,317	714,600	1,563	4,370	782	1,622,500
March	....	35,530	22,220	1,308	1,208,500	882	3,476	941	1,442,700
April	....	39,033	27,644	1,343	1,413,000	520	4,037	870	1,309,500
May	....	33,195	16,760	910	1,169,900	455	2,611	1,061	980,000
June	....	19,275	18,600	870	2,222,200	1,450	2,635	724	1,272,700
July	....	35,075	15,970	1,168	2,571,400	210	2,226	875	1,725,800
August	....	39,220	19,160	952	1,245,500	992	2,061	890	1,319,010
September	....	35,735	16,375	2,438	1,630,600	770	2,900	840	1,347,200
October	....	29,965	13,225	720	1,423,200	360	3,328	509	1,421,000
November	416	51,025	28,165	1,385	1,554,300	258	1,950	615	1,103,900
December	411	53,770	31,510	2,310	1,461,700	535	3,850	1,014	1,361,600
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	1,298	448,105	253,919	16,157	18,225,000	9,475	35,947	10,135	16,233,510
By Railroad	1,298	384,519	205,532	16,157	17,528,600	8,233	35,941	10,115	16,099,610
By River	.....	63,586	48,387	.....	696,400	242	6	20	133,900
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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MONTHLY RECEIPTS FOR 1896—Continued.

Date—1896.	Turpentine.		Tin,	Wheat.		Wines and Liquors.		Wool,	Zinc and Spelter Slabs.
	Bbls.	Tanks.	boxes.	Sacks.	Bushels.	Barrels.	Bxs. & cas.	lbs.	
January	.....	4	6,480	11,210	721,500	1,127	2,339	95,910	60,000
February	.....	1	2,900	16,338	449,800	1,156	2,076	173,920	70,000
March	8	.....	4,610	9,905	397,150	1,130	3,254	62,520	91,306
April	.....	2	1,855	15,795	323,050	2,487	3,009	399,650	97,417
May	.....	19	2,340	21,168	265,850	1,436	2,397	2,020,850	76,735
June	60	27	3,295	33,471	370,500	915	4,009	4,671,780	61,830
July	116	19	3,260	345,041	1,488,850	922	3,165	2,569,210	45,035
August	71	26	2,455	230,218	2,575,800	781	4,704	1,095,900	43,710
September	74	19	4,815	66,595	1,612,000	1,103	4,417	699,010	27,806
October	80	9	4,170	48,534	1,147,900	1,385	2,226	1,361,630	14,110
November	135	10	6,700	27,027	535,600	1,116	2,777	721,190	44,445
December	60	6	6,575	8,388	419,900	1,461	2,864	1,268,270	84,195
By Wagon	.....	.....	.....	.....	467,546	.....	.....	.....	.....
Totals	604	142	49,455	833,690	10,775,446	15,019	37,237	15,139,840	716,589
By Railroad	604	142	49,455	334,219	10,286,900	14,795	35,478	14,727,680	716,589
" River	.....	.....	10	499,471	21,000	224	1,759	412,160	.....
" Wagon	.....	.....	.....	.....	467,546	.....	.....	.....	.....

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RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1896.

By Railroad, River, etc.	Apples, bbls.	Bagging, pcs.	Barley.		Butter, lbs.	Beans, sks. & bbls.	Barbed Wire, lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.	Bran and Shipstuff.	
			Sacks.	Bushels.						Sacks.	Cars in blk.
Chicago & Alton R.R., Mo. Div.	5,857	.....	.....	.....	123,800	.....	.....	3,806,100	1,533	43,615	1
Missouri Pacific R.R.	38,870	.....	.....	5,250	3,686,835	1,320	.....	10,782,900	19,231	144,503	249
St. Louis & San Francisco R.R.	9,827	.....	.....	.....	135,440	1,000	.....	.....	212	25,650	16
Wabash R. R. (West)	15,944	.....	.....	21,750	369,410	180	.....	1,471,400	1,677	36,985	27
St. Louis, Kans. City & Col. R.R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R.R.	3,934	.....	.....	.....	63,800	7	40,000	.....	4,259	48,610	11
St. Louis Southwestern Ry	.....	.....	.....	.....	230	15	.....	.....	840	.....	.....
St. L., Iron Mount. & Southern R.R.	1,245	100	.....	.....	3 310	.....	25,000	.....	3,467	2,800	5
Illinois Central R. R.	7,621	.....	.....	.....	987,130	.....	.....	.....	13,130	78,540	137
Louisville & Nashville R.R.	3,963	130	.....	.....	9,180	.....	.....	.....	45,610	.....	.....
Mobile & Ohio "	215	.....	.....	.....	62,560	310	.....	.....	460	65,916	.....
Louisville, Evansville & St. L. R. R.	3,245	.....	.....	.....	10,870	.....	.....	.....	392,231	18,162	1
Balt. & Ohio S. W. R. R.	31,680	.....	.....	.....	5,020	.....	10,757,200	.....	91,441	.....	.....
Chicago & Alton "	13,830	589	.....	.....	1,333,950	8,820	4,803,200	1,014,900	11,101	2,330	4
C., C., C. & St. Louis "	31,541	.....	.....	.....	27,580	2,915	291,900	.....	120,974	.....	.....
Vandalia & Terre Haute "	23,127	.....	.....	8,250	682,925	6,419	308,700	.....	30,008	285	.....
Wabash R. R. (East)	76,005	41,230	.....	.....	5,856,450	.....	528,400	451,600	133,460	.....	.....
Tol., St. Louis & K. C. R.R.	162,229	.....	.....	.....	840	1,880	176,800	.....	6,396	340	.....
Chicago, Peoria & St. Louis R. R.	1,785	.....	.....	952,350	330	.....	235,000	.....	3,783	550	.....
Chi., Bur. & Quincy R. R.	6,195	.....	.....	313,500	1,068,700	.....	.....	.....	422	1,660	3
St. L., Keokuk & Northwestern R.R.	27,065	.....	.....	630,000	363,840	.....	.....	321,000	860	55,575	17
St. Louis, Chicago & St. P. R. R.	3,545	.....	.....	.....	270	1,810	.....	.....	10	8,800	1
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R.R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	800	.....
Upper Mississippi River	8,581	.....	5	.....	1,450	.....	.....	.....	15	585	.....
Lower " "	672	80	214	.....	149,850	946	.....	.....	56	1,425	.....
Illinois "	1,982	.....	.....	.....	.....	5	.....	.....	61	852	.....
Missouri "	.....	.....	.....	.....	900	5	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	131	.....	.....	.....	.....	.....
Express	.....	.....	.....	.....	1,167,292	.....	.....	.....	.....	.....	.....
Total	484,928	42,129	219	1,931,100	16,121,892	25,763	17,166,200	17,847,900	881,287	537,933	472

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Cordage and Rope coils.	Cattle, head.	Castor Beans.		Cement,		Cheese, boxes.	Coal, tons.
			Sacks.	Bu. blk.	Sacks.	bbls.		
Chicago & Alton R.R., Mo. Div	.....	54,256	.....	.....	540	.....	.....	.....
Missouri Pacific R. R	.....	74,484	2,472	88,500	129,640	4,285	435	870
St. L. & San Francisco R.R	.....	183,389	80	1,100	400	.....	55	.....
Wabash R. R. (West)	.....	88,545	.....	5,500	2,500	285	1,258	.....
St. Louis, Kansas City & Colo. R. R	.....	1,041	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R	.....	228,229	686	.....	60,630	8,885	195	40
St. Louis Southwestern Ry	.....	1,242	.....	.....	.....	.....	.....	.....
St. L., Iron Mountain & South'n R. R	.....	222,156	16	.....	8,780	4,100	460	4,630
Illinois Central R. R	250	16,397	3,459	25,300	8,740	13,450	1,590	617,430
Louisville & Nashville R. R	4,385	11,700	32	1,100	19,030	15,345	30	331,846
Mobile & Ohio "	.....	21,788	.....	.....	.....	1,000	50	94,891
Louisville, Evansville & St. Louis R. R	5	1,799	159	6,600	328,430	45,820	.....	274,931
Balt. & Ohio S. W. R. R	7,846	2,989	300	550	10,900	7,605	420	363,401
Chicago & Alton "	3,865	4,810	14	.....	1,250	1,475	3,665	33,246
Cleveland, Cin., Chi. & St. Louis R. R	39,010	1,178	.....	.....	14,450	24,845	1,130	123,126
Vandalia & Terre Haute R. R	19,141	2,403	102	.....	4,965	4,210	2,823	289,207
Wabash R. R. (East)	1,050	324	.....	.....	3,260	15,935	740,875	316,335
Tol., St. Louis & K. C. R. R	14,716	686	200	.....	36,900	18,040	125	88,317
Chicago, Peoria & St. Louis R. R	.....	170	.....	550	105,148	3,400	100	121,490
Chi., Bur. & Quincy R. R	.....	704	900	.....	.....	.....	.....	12,680
St. Louis, Keokuk & Northwestern R. R	.....	9,607	4,400	6 050	.....	.....	1,175	4,380
St. Louis, Chicago & St. Paul R. R	.....	653	.....	.....	.....	.....	.....	14,140
St. Louis & Eastern R. R	.....	408	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.....)	.....	.....	.....	.....	.....	.....	.....	62,605
Upper Mississippi River	.....	1,635	15	.....	.....	.....	.....	.....
Lower " "	.....	12,488	9	.....	.....	93,415	35	.....
Illinois "	.....	1,251	.....	.....	.....	.....	.....	.....
Missouri "	.....	32	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers	.....	329	.....	.....	.....	.....	.....	50,820
Driven	.....	10,470	.....	.....	.....	.....	.....	.....
Total	90,268	955,613	12,914	85,250	730,563	262,095	754,421	2,804,885

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Coffee, sacks.	CORN. Sacks	CORN. Bushels.	Cornmeal bbls.	COTTON. Local. bales.	COTTON. Through. bales.	Cotton Seed, tons.
Chicago & Alton R.R., Mo. Div.	.....	890	559,300	.....	25	.....	
Missouri Pacific R.R.	100	14,316	8,506,400	30,320	199	.....	.....
St. L. & San Francisco R.R.	.....	730	503,600	.....	4,206	39,985	.....
Wabash R.R. (West)	8,595	9,826	1,557,500	.....	329	.....	.....
St. L., Kansas City and Colo. R.R.	.....	758	16,800	.....	.....	.....	.....
Missouri, Kansas & Texas R.R.	60	64,194	90,300	450	11,771	95,506	.....
St. Louis Southwestern Ry.	....	.....	700	.....	20,081	708	60
St. L., Iron Moun. & South'n R.R.	1,920	54	.....	.....	51,392	247,108	3,560
Illinois Central R.R.	29,290	.....	14,700	.....	2,291	9,000	25
Louisville & Nashville R.R.	55,430	.....	.....	35	986	220	.....
Mobile & Ohio R.R.	2,295	138	700	.....	4,194	54,054	.....
Louisville, Evansville & St. L. R.R.	6,760	.....	700	.....	.....	.....	.....
Chicago & Alton R.R.	44,392	.....	18,900	.....	.....	.....	.....
Balt. & Ohio S.W. R.R.	10,555	876	554,400	.....	.....	.....	.....
C., C., C. & St. Louis R.R.	52,850	.....	49,700	.....	.....	.....	.....
Vandalia & Terre Haute R.R.	18,015	.....	32,900	.....	.....	.....	.....
Wabash R.R. (East)	151,685	850	169,400	625	.....	.....	.....
Tol., St. Louis & K. C. R.R.	20,960	.....	8,400	.....	.....	.....	.....
Chicago, Peoria & St. Louis R.R.	30	.....	34,300	.....	.....	.....	.....
Chi., Burl. & Quincy R.R.	.....	.....	3,574,900	.....	.....	.....	.....
St. Louis, Keokuk & Northwestern R.R.	100	12,472	7,618,100	47,275	.....	.....	.....
St. L., Chicago & St. Paul R.R.	350	.....	133,000	240	.....	.....	.....
St. Louis & Eastern R.R.	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R.R.	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	50,836	7,900	.....	.....	.....	.....
Lower " "	.....	14,740	.....	.....	9,427	200	.....
Illinois "	.....	28,880	106,810	.....	.....	.....	.....
Missouri "	.....	2,684	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	50	.....	.....	1,659	.....	.....
By Wagon	.....	.....	700,000	.....	.....	.....	.....
Total	403,388	202,294	24,257,710	78,495	106,510	446,781	3,645

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Cotton-Seed Meal, tons.	Cranberries, pkgs.	Coke, tons.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed.		Flax Tow bales.	Fish, pkgs.
						Sacks.	Bu. blk.		
Chicago & Alton R.R., Mo. Div.	.....	.....	.....	2,689	2,881	848	7,150	.....	.....
Missouri Pacific R.R.	.....	.....	.....	5,487	212,766	1,336	500,500	.....	20
St. Louis & San Francisco R.R.	505	.....	.....	16,689	154,498	.....	100,100	.....	.....
Wabash R. R. (West)	.....	.....	.....	3,482	62,018	.....	4,400	.....	70
St. L., Kansas City & Colo. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	15	.....	.....	876	86,182	1,010	54,900	.....	.....
St. Louis Southwestern Ry.	1,347	.....	.....	6	515	.....	.....	.....	45
St. L., Iron Moun. & South'n R. R.	2,324	.....	.....	5,209	86,274	.....	.....	.....	25
Illinois Central R. R.	434	.....	1,920	5,114	35,895	.....	.....	.....	.....
Louisville & Nashville R. R.	219	.....	27,060	819	5,689	.....	.....	.....	810
Mobile & Ohio "	110	.....	.....	206	7,155	.....	.....	.....	.....
Louisville, Evansville & St. L. R. R.	.....	.....	11,936	976	2,432	.....	.....	.....	.....
Balt. & Ohio S. W. "	.....	787	13,000	19,214	1,671	.....	.....	.....	17,290
Chicago & Alton "	.....	.....	35	12,852	188	.....	.....	.....	11,900
C., O., C. & St. Louis "	.....	320	19,872	55	812	.....	.....	.....	5,430
Vandalia & Terre Haute "	.....	4,568	81,904	2,200	280	.....	.....	.....	6,587
Wabash R. R. (East)	.....	900	1,986	.....	228	.....	.....	.....	1,250
Toledo, St. Louis & K. C. R.R.	.....	3,215	665	.....	229	22	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	.....	.....	.....	.....	52	.....	.....	.....	.....
Chicago, Burl. & Quincy R.R.	.....	.....	20	.....	.....	.....	.....	.....	.....
St. Louis, Keokuk & Northwestern R. R.	.....	.....	.....	1,541	3,624	28	19,250	.....	.....
St. Louis, Chicago & St. Paul R. R.	.....	.....	20	170	140	.....	.....	.....	.....
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	.....	.....	242	2,188	.....	.....	.....	.....
Lower " "	.....	.....	.....	2,246	32,633	14	.....	.....	.....
Illinois "	.....	.....	.....	12	2,292	.....	.....	.....	.....
Missouri "	.....	.....	.....	39	783	.....	.....	.....	.....
Ohio, Cumb. and Tenn. Rivers	.....	.....	.....	331	5,728	.....	.....	.....	.....
Express	.....	.....	.....	.....	139,947	.....	.....	.....	.....
Total	5,004	9,790	107,918	80,455	796,490	2,758	686,800	.....	43,427

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued

By Railroad, River, etc.	Flour, bbls.	Grease, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	Hay, tons.	Horses & Mules, head.	Hemp, bales.	Hides, lbs.	Hogs, head.
Chicago & Alton R.R., Mo. Div.	26,385	54,000	.....	100	3,535	4,751		231,480	104,906
Missouri Pacific R.R.	404,935	1,006,900	.....	120	37,110	9,447	....	4,534,190	260,318
St. Louis & San Francisco R.R.	34,445	1,303,100	.....	.....	29,740	3,746	....	4,191,250	358,806
Wabash R. R. (West)	162,675	.....	440	.....	26,278	28,504	....	13,822,850	310,737
St. L., Kas. City and Colo. R. R.	.....	.....	.....	.....	20	1	....	.....	7,668
Missouri, Kansas & Texas R. R.	19,330	465,400	.....	55	34,469	4,309	....	11,945,210	156,175
St. Louis Southwestern Ry	220	600	.....	.....	185	64	....	563,680	3,211
St. L., Iron Moun. & Southern R.R.	4,620	300	.....	945	110	1,101	....	2,981,950	192,173
Illinois Central R. R.	19,190	.....	4,830	4,521	5,340	883	....	1,580,070	105,295
Louisville & Nashville R.R.	3,165	110,400	90	15,054	635	1,290	....	143,450	49,498
Mobile & Ohio "	8,765	.....	.....	.....	80	56	....	1,204,740	74,062
Louisville, Evansville & St. L. R.R.	48,255	.....	.....	28,234	605	628	....	201,510	19,780
Balt. & Ohio S. W. Railroad	12,530	.....	.....	21,589	1,310	607	....	304,490	18,214
Chicago & Alton "	8,850	88,000	1,400	1,355	1,210	4,204	....	173,500	30,774
C. C. C., & St. Louis "	4,625	9,300	.....	280	3,575	1,885	....	6,960	7,510
Vandalia & Terre Haute "	27,035	112,200	1,270	3,242	3,347	1,126	....	132,440	5,673
Wabash R. R. (East)	7,160	.....	500	25	3,370	3,728	....	34,760	6,583
Toledo, St. Louis & K. C. R.R.	2,885	.....	85	10	3,485	427	....	1,200	2,274
Chicago, Peoria & St. Louis R.	28,525	.....	58,820	25,100	4,703	1,729	....	300	742
Chi., Burl. & Quincy R.R.	102,000	.....	540	.....	37,995	8,151	....	500	17,375
St. L., Keokuk & Northwestern R. R.	171,335	851,400	.....	30	32,065	37,296	....	3,796,810	131,241
St. Louis, Chicago & St. Paul R. R.	167,560	.....	.....	.....	485	579	....	59,160	10,705
St. Louis & Eastern R. R	.....	.....	.....	.....	.....	46	....	.....	622
St. Louis, Belleville & Southern R.R	110	.....	.....	.....	.....	.....	....	.....	.....
Upper Mississippi River	75,140	500	801	.....	477	1,350	....	74,870	14,830
Lower " "	8,266	400	1,145	.....	172	460	....	455,400	70,503
Illinois "	345	4,400	.....	.....	31	104	....	25,550	16,964
Missouri "	.....	.....	.....	.....	20	4	....	2,320	1,738
Ohio, Cumb. & Tennessee Rivers	250	.....	.....	.....	.....	9	....	37,240	6,214
Driven	.....	.....	.....	.....	.....	5,237	....	.....	13,304
Total	1,348,601	4,006,900	69,971	100,660	230,352	121,722	....	46,505,880	1,997,895

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, Etc.	Hops. bales.	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leath'r rolls.	LUMBER. cars.	LUMBER. M feet.	Malt, sks.	Mdse. & Sund's Pkgs.	Mdse. & Sund's Cars.
Chicago & Alton R.R., Mo. Div.	.....	46	.....	537,900	503,098	70	25	.....	.....	84,630	705
Missouri Pacific R.R.	672	217	.....	5,485,300	405,293	5,035	1,204	.....	.....	233,410	21,351
St. Louis & San Francisco R.R.	217	51	.....	1,767,700	167,296	235	396	.....	.....	403,010	9,444
Wabash R. R. (West)	483	.....	.....	9,011,600	72,315	1,836	619	.....	.....	380,780	8,370
St. L., Kansas City & Colorado R. R.	.....	.....	.....	.....	.....	.....	236	.....	.....	.....	4,286
Missouri, Kansas & Texas R. R.	.....	290	.....	606,900	.....	45	91	.....	.....	96,930	2,060
St. Louis Southwestern Ry.	.....	17	.....	.....	.....	.....	5,412	.....	.....	4,070	183
St. L., Iron Mountain & South'n R.R.	3	1,830	.....	120,300	182,161	166	32,184	.....	.....	41,130	5,269
Illinois Central R.R.	.....	212	.....	20,400	.....	1,580	5,138	.....	.....	341,190	5,015
Louisville and Nashville R.R.	16	1,641	.....	42,800	.....	1,354	1,008	.....	.....	391,710	4,695
Mobile & Ohio "	.....	151	.....	12,700	.....	.....	5,728	.....	.....	88,550	4,485
Louisville, Evansville & St. Louis R.R.	.....	84	.....	22,500	.....	12,127	192	.....	.....	126,660	3,426
Balt. & Ohio S. W. "	.....	10,784	.....	7,500	.....	17,048	394	.....	.....	565,580	5,510
Chicago & Alton "	.....	1,875	.....	1,600	500	6,595	483	.....	10,490	603,420	4,867
C., C., C. & St. Louis "	1,341	9,048	524	78,000	.....	8,641	104	.....	3,265	1,404,810	7,010
Vandalia & Terre Haute "	172	28,859	.....	11,700	.....	13,385	396	.....	1,665	773,570	10,360
Wabash R. R. (East)	1,460	30,372	.....	.....	1,750	7,110	317	.....	45,105	1,281,300	12,813
Toledo, St. Louis & K. C. R.R.	1,158	19,690	4,035	.....	.....	305	63	.....	400	266,530	2,461
Chicago, Peoria & St Louis R. R.	.....	4,304	.....	5,500	504	4,479	510	.....	13,265	195,630	4,024
Chi., Burl. & Quincy R.R.	.....	2,285	.....	2,683,000	.....	.....	505	.....	.....	221,900	4,096
St. Louis, Keokuk & Northwestern R. R.	626	.....	.....	3,265,400	99,152	90	1,762	.....	3,350	158,210	3,508
St. Louis, Chicago & St. Paul R. R.	.....	30	.....	400	.....	.....	11	.....	875	10	4,808
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	8	.....	1,500	.....	50	.....	8,670	.....	52,910	2
Lower " "	.....	224	2,543	17,200	514,075	10	.....	18,781	.....	244,260	3,445
Illinois "	.....	.....	.....	7,700	.....	.....	.....	4	.....	12,280	.....
Missouri "	.....	.....	.....	.....	.....	.....	.....	14	.....	1,050	.....
Ohio, Cumb. & Tennessee Rivers	.....	603	.....	.....	.....	25	.....	7,873	.....	115,020	.....
Total	6,148	107,416	7,102	23,707,600	1,946,139	80,186	56,773	35,292	77,915	8,038,550	132,193

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Molasses.		Nails.	Oats.		Oatmeal,	Oils.		Onions.	
	Bbls.	Kegs.	Kegs.	Sacks.	Bushels.	bbls.	Bbls.	Tanks.	Sacks & bbls.	Bu. bulk.
Chicago & Alton R.R., Mo. Div.	.....	.....	70	806	180,400	30	.....	.....	.....	.....
Missouri Pacific R.R.	53	.....	.....	1,143	1,156,100	20,050	1,360	21	443	500
St. Louis & San Francisco R.R.	314	.....	.....	41	9,900	4,270	.....	.....	.....	.....
Wabash R. R. (West)	.....	.....	.....	1,107	2,467,300	.....	50	49	707	13,000
St. Louis, Kans. City & Col. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	10	.....	600	782	31,900	.....	915	329	3,077	.....
St. Louis Southwestern R. R.	7	.....	600	.....	.....	.....	.....	115	.....	.....
St. L., Iron Mount. & South'n R. R.	2,740	.....	200	71	.....	.....	835	379	534	.....
Illinois Central R. R.	1,634	30	6,535	70	12,100	.....	155	104	12,172	1,000
Louisville & Nashville R.R.	588	31	28,673	21	1,100	.....	180	2	170	500
Mobile & Ohio "	8,533	4	.....	31	1,100	.....	145	94	5,785	.....
Louisville, Evansville & St. L. R. R.	50	.....	12,200	.....	1,100	.....	60	6	457	500
Balt. & Ohio S. W. Railroad	.....	.....	36,695	.....	4,400	.....	4,315	144	6,061	.....
Chicago & Alton "	360	800	39,170	.....	410,300	980	1,310	1,093	4,725	14,000
C., C., C. & St. Louis "	350	.....	58,207	.....	5,500	.....	8,175	1,444	15	4,000
Vandalia & Terre Haute "	160	.....	65,520	765	16,500	15	7,700	182	1,595	17,500
Wabash R. R. (East)	.....	.....	490	.....	24,200	.....	10,015	806	450	22,500
Toledo, St. Louis & K. C. R.R.	100	.....	77,768	.....	9,900	.....	7,274	500	5,053	45,500
Chicago, Peoria & St. Louis R. R.	282	920	2,750	27	269,500	315	1,315	30	200	500
Chi., Burl. & Quincy	.....	.....	22,240	.....	1,668,700	.....	.....	3,220	445	45,500
St. Louis, Keokuk & Northwestern R. R.	100	.....	115	.....	4,745,400	.....	1,055	27	13,475	13,500
St. Louis, Chicago & St. Paul R. R.	.....	.....	.....	.....	9,900	.....	185	2	15	10,500
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	50	.....	1,260	7,765	.....	220	.....	.....	9,098	1,500
Lower " "	1,499	23	.....	290	.....	.....	89	.....	12,080	.....
Illinois "	.....	.....	.....	228	.....	.....	.....	.....	66	.....
Missouri "	.....	.....	.....	55	.....	.....	.....	.....	5	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
By Wagon	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....
Total	16,830	1,808	353,123	13,202	11,425,300	25,830	45,124	8,547	76,623	191,500

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, Etc.	Oranges and Lemons, bxs.&bls	Ore.		Pig Iron, tons.	Peltries and Furs, Pkgs.	Pork Product.			Potatoes.	
		Iron, tons.	Zinc, tons.			Bld P'rk. bbls.	Hams, lbs.	Meats. lbs.	Sacks & bbls.	Bush.
Chicago & Alton R.R., Mo. Div....	69,387	.....	.....	.....	.....	.....	222,300	3,962,200	210	.....
Missouri Pacific R. R	6,685	10,508	11,296	110	102,898	1,140	2,166,600	54,820,500	551	7,200
St. L. & San Francisco R.R.....	50,565	422	16,649	12,412	88	.....	1,806,200	3,003,600	83,190	57,800
Wabash R. R. (West).....	44,511	.....	.....	.....	15,322	340	3,556,500	23,419,700	454	37,350
St. Louis, Kansas City & Colo. R.R..	.....	.....	.....	.....	.....	.....	.....	.....	.....	450
Missouri, Kansas & Texas R. R . ..	96,821	.....	.....	.....	13,263	.....	1,263,400	2,635,500	650	1,350
St. Louis Southwestern Ry.....	300	.....	.....	.....	144	.....	.....	600	305	1,800
St. L., Iron Mtn. & South'n R.R...	22,730	3,960	75	9,520	1,988	.....	26,800	95,700	135,439	56,250
Illinois Central R. R.....	1,105	50	.....	16,809	3	.....	.....	62,200	10,998	34,650
Louisville & Nashville R.R	1,355	122	.....	15,596	2	.....	1,800	5,900	2,712	18,450
Mobile & Ohio "	54,885	.....	.....	13,576	146	.....	.....	400	35,229	46,350
Louisville, Evansville & St. L. R.R.	.....	29	.....	14,758	.....	.....	.....	.....	3,241	13,950
Balt. & Ohio S. W. Railroad.....	3,293	.....	.....	7,002	1,703	.....	.....	25,000	1,532	450
Chicago & Alton "	880	.....	.....	100	.....	175	107,300	5,722,600	3,164	84,600
C., C., C. & St. Louis "	16,320	.....	.....	1,763	21,700	290	.....	100,000	2,017	54,000
Vandalia & Terre Haute "	2,945	.....	.....	185	41	25	58,900	413,400	4,868	148,500
Wabash R. R. (East).....	28,885	.....	.....	110	.....	1,880	.....	15,642,500	30	144,000
Toledo, St. Louis & Kas. City R. R.	29,019	.....	.....	.....	200	.....	.....	.....	7,115	187,350
Chicago, Peoria & St. Louis R. R...	.....	.....	.....	179	9,477	.....	50,000	1,930,300	896	16,650
Chi., Burl. & Quincy R.R.....	.....	.....	.....	20	.....	.....	.....	12,325,000	310	56,700
St. L., Keokuk & Northwestern R.R	14,851	.....	.....	.....	41,870	385	2,344,500	36,060,500	1,506	187,200
St. Louis, Chicago & St Paul R. R..	.....	.....	.....	.....	.....	.....	.....	.....	15	103,050
St. Louis & Eastern R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	.....	.....	.....	.....	704	.....	5,000	68,500	922	7,000
Lower " "	.....	.....	.....	.....	712	.....	1,000	2,500	32,118	.....
Illinois "	.....	.....	.....	.....	14	.....	4,000	35,500	37	.....
Missouri "	.....	.....	.....	.....	17	.....	.....	3,000	.....	.....
Ohio, Cumb. & Tenn. Rivers.....	.....	.....	.....	6,933	140	.....	.....	.....	564	.....
Total.....	444,539	15,086	28,020	99,073	210,432	4,235	11,614,300	160,355,100	328,064	1,195,100

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Rye.		Rice,	Rosin,	R.R. Iron.	Salt.			Seeds, sks
	Sacks.	Bush.	pkgs.	bbls.	tons.	Sacks.	Bbls.	Bu. in blk.	& bbls.
Chicago & Alton R.R., Mo. Div.	....	9,800	.....	.....	711	.....	.....	.....	1,070
Missouri Pacific R.R.	159	35,000	1,650	.....	223	2,700	25	86,800	86,083
St Louis & San Francisco R.R.	....	.....	.....	.....	.....	305	100	15,680	1,610
Wabash R. R. (West).	402	93,100	400	.....	.....	900	180	1,680	3,844
St. L., Kansas City & Colorado R. R.	....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	238	29,400	.....	.....	317	.....	.....	.....	15,172
St. Louis Southwestern R. R.	....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Iron Mount. & Southern R R.	....	.....	33,843	10,513	.....	.....	200	.....	200
Illinois Central R. R.	....	.....	8,259	1,500	100	6,345	1,276	99,120	223
Louisville & Nashville R.R	....	.....	3,685	611	28	1,403	.....	1,120	989
Mobile & Ohio "	....	.....	25,583	36,683	.....	1,650	.....	.....	2,784
Louisville, Evansville & St. Louis R.R.	....	.....	3,055	.....	.....	.....	.....	.....	1,967
Balt. & Ohio S. W. Railroad	....	700	4,040	495	2,625	1,000	4,425	12,880	300
Chicago & Alton "	....	2,800	1,385	.....	4,185	1,320	550	560	575
C. C. C., & St. Louis "	....	.....	790	.....	112	615	140,225	94,640	278
Vandalia & Terre Haute R.R	136	1,400	500	100	15,026	396	7,755	68,380	72
Wabash R. R. (East)	....	700	.....	.....	390	200	141,420	14,560	.....
Toledo, St. Louis & Kansas City R R.	....	700	1,405	.....	465	22,330	33,420	58,240	.....
Chicago, Peoria & St. Louis R. R.	....	.....	.....	.....	130	.....	.....	.....	.....
Chi., Burl & Quincy R.R.	....	107,800	.....	.....	.....	.....	.....	.....	.....
St. Louis, Keokuk & Northwestern R. R.	....	2,100	740	.....	.....	.....	90	.....	.....
St. Louis, Chicago & St. Paul R. R.	100	700	.....	.....	.....	.....	.....	.....	.....
St. Louis & East-rn R. R	....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis Belleville & Southern R. R	....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	2,715	.....	.....	.....	.....	.....	.....	.....	668
Lower " "	339	.....	2,355	.....	.....	.....	.....	.....	5,230
Illinois "	1,569	.....	.....	.....	.....	.....	.....	.....	203
Missouri "	....	.....	.....	.....	.....	.....	.....	.....	18
Ohio, Cumberland and Tenn. Rivers	....	.....	.....	.....	2,000	.....	.....	.....	478
Total	5,658	284,200	87,690	49,902	26,262	39,163	329,666	454,160	71,563

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Sheep, head.	Staves.		Sugar.				Shingles. M.	Tallow, lbs.	Tar and Pitch. bbls.	Tobacco.		
		M.	Cars.	Hhds	Bbls.	Boxes.	Bags.				Hhds.	Pkgs. Leaf.	M'n'fact'd. Pounds.
Chicago & Alton R.R., Mo. Div.	4,412	....	.....	.....	.....	.....	.....	.....	220,300	80	50	123	78,200
Missouri Pacific R. R.	44,861	....	8	.....	.....	.....	.....	1,635	4,442,800	190	86	78	1,400
St. Louis & San Francisco R.R.	231,377	....	9	.....	710	.....	575	.....	1,625,000	.....	22	60	1,200
Wabash R. R. (West)	73,858	....	.....	.....	.....	.....	.....	490	3,401,400	65	219	33	881,800
St. L., Kansas City & Colorado R.R.	576	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	56,140	...	5	.....	2,075	.....	4,200	.....	2,781,300	175	133	270	128,800
St. Louis Southwestern Ry.	.....	....	477	.....	.....	.....	.....	.....	27,600	.....	.....	.....	16,700
St. L., Iron Mount. & South'n R.R.	87,151	....	1,337	155	22,435	.....	5,570	.....	260,000	1,005	28	78	144,100
Illinois Central R. R.	18,411	....	936	508	30,511	.....	26,135	375	134,100	448	1,380	112	158,500
Louisville & Nashville R. R.	8,177	....	126	.....	11,265	.....	7,300	210	80,900	655	2,965	76	3,546,200
Mobile & Ohio "	6,422	....	1,363	635	113,073	.....	127,682	.....	63,000	.....	.....	18	3,900
Louisville, Evansville & St. Louis R.	7,233	..	68	.....	8,720	.....	3,020	.....	88,500	450	16,079	43	1,529,490
Balt. & Ohio S. W. Railroad	11,489	....	298	.....	9,015	.....	6,580	.....	33,200	480	12,764	2,214	2,765,960
Chicago & Alton "	6,059	....	89	.....	3,185	.....	2,415	12	276,300	340	.....	184	26,100
C. C. C. & St. Louis "	2,237	....	21	.....	12,365	.....	7,065	.....	504,100	315	1,961	517	3,721,150
Vandalia & Terre Haute "	5,849	....	231	.....	6,155	.....	3,260	100	96,500	3,275	99	4,569	1,741,000
Wabash R. R. (East)	1,222	....	97	.....	110,050	.....	3,200	.....	503,500	.....	.....	1,070	10,300
Toledo, St. Louis & K. C. R.R.	1,630	...	191	.....	52,080	.....	8,645	.....	.....	.....	4	14	500
Chicago, Peoria & St. Louis R. R.	368	....	8	.....	2,175	.....	885	300	169,400	.....	.....	423	17,500
Chi., Burl. & Quincy R.R.	4,264	....	.....	.....	325	.....	.....	33,200	.....	60	.....	220	.....
St. L., Keokuk & Northwestern R.R.	13,678	....	.....	.....	380	.....	.....	25,264	2,798,900	425	131	11	1,326,310
St. Louis, Chicago & St. Paul R. R.	1,392	....	.....	.....	.....	.....	.....	.....	19,800	270	.....	.....	500
St. Louis & Eastern R. R.	408	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Belleville & Southern R. R.	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	1,900	....	.....	.....	.....	.....	.....	.....	511,500	85	1	.....	125,500
Lower " "	14,199	152	.....	.....	63,586	.....	48,387	2,527	144,900	132	5	20	4,700
Illinois "	1,223	....	.....	.....	.....	.....	.....	.....	26,700	25	.....	.....	3,700
Missouri "	42	....	.....	.....	.....	.....	.....	.....	500	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	144	74	.....	.....	.....	.....	.....	.....	12,800	.....	.....	.....	.....
Driven	8,160	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	632,873	226	5,264	1,298	448,105	.....	253,919	64,113	18,225,000	8,475	35,947	10,135	16,233,51

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Turpentine.		Tin,	Tea,	Wheat.		Wines and Liquors.		Wool,	Zinc & Spelter,
	Bbls.	Tanks.	bxs.	chests	Sacks.	Bushels.	Barrels.	Bxs & Cas.	lbs.	slabs.
Chicago & Alton R.R., Mo. Div.	.....	....	.....	40	257	309,400	50	.....	183,330	.....
Missouri Pacific R.R	.....	....	.....	70	111,659	2,239,250	3,658	1,254	3,394,700	831,592
St. Louis & San Francisco R.R.	.....	....	.....	.....	426	1,147,900	619	35	1,573,300	384,001
Wabash R. R. (West)	.....	....	.....	545	25,898	898,950	886	4	1,823,320	.....
St. L., Kans. City and Col. R. R.	.....	....	.....	.....	45,704	113,100	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	.....	....	.....	.....	144,529	594,100	282	202	989,350	.....
St. Louis Southwestern Ry	.....	....	.....	10	.....	1,900	5	5	389,450	.....
St. Louis, Iron Mt. & Southern R R.	.....	....	100	5	5,056	26,650	798	440	722,820	996
Illinois Central R. R	.....	....	.....	.....	.....	170,300	377	4,052	218,730	.....
Louisville & Nashville R.R.	.....	4	.....	377	.....	6,500	235	1,265	53,200	.....
Mobile & Ohio "	604	138	.....	.....	106	20,800	15	71	29,460	.....
Louisville, Evansville & St. L. R.R.	.....	....	165	1,329	4	29,250	35	3,787	53,450	.....
Balt. & Ohio S. W. "	.....	....	2,760	2,418	.....	27,950	115	16,305	161,950	.....
Chicago & Alton "	.....	....	870	2,130	.....	712,400	185	25	228,350	.....
C., C., C. & St. Louis "	.....	....	3,170	1,163	.....	150,800	4,715	4 684	174,210	.....
Vandalia & Terre Haute "	.....	....	39,615	5,670	375	53,300	1,291	3,244	154,900	.....
Wabash R. R. (East)	.....	....	575	95	.....	270,400	.....	.....	.....	.....
Toledo, St. Louis & Kans. City R.R.	.....	....	.....	.....	.....	138,450	.....	.....	43,480	.....
Chicago, Peoria & St. Louis R. R.	.....	....	2,190	5	.....	486,850	530	105	145,030	.....
Chicago, Burl. & Quincy R.R.	.....	....	.....	40	.....	1,278,550	.....	.....	383,800	.....
St. L., Keokuk & Northwestern R. R.	.....	....	.....	2,260	175	1,515,150	935	.....	4,009,870	.....
St. Louis, Chicago & St. Paul R. R.	.....	....	.....	.....	.....	94,900	64	.....	95,490	.....
St. Louis & Eastern R. R.	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	....	.....	.....	92,864	.....	146	91	210,620	.....
Lower " "	.....	....	10	.....	320,056	.....	68	1,668	178,610	.....
Illinois "	.....	....	.....	.....	78,298	21,000	.....	.....	9,780	.....
Missouri "	.....	....	.....	.....	8,136	.....	.....	.....	6,720	.....
Ohio, Cumb. & Tenn. Rivers	.....	....	.....	.....	117	.....	10	.....	6,430	.....
By Wagon	.....	....	.....	.....	.....	467,546	....	.....	.....	.....
Total	604	142	49,455	16,157	833,690	10,775,446	15,019	37,237	15,139,840	716,569

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896.

Date—1896.	Apples, bbls.	Ale & Beer, pkgs.	Bagging, rolls.	Barley.		Butter, lbs.	Beans, pkgs.	Beef, bbls. & tcs.	Barbed Wire, Pounds.	Canned Beef, lbs.	Fresh Beef, lbs.	Boots and Shoes, Cases.
				Sacks.	Bush.							
January	17,146	199,140	4,600	.....	6,050	560,360	4,403	....	4,323,830	467,800	19,192,200	57,477
February	19,582	203,941	6,858	.....	10,300	337,490	3,975	33	7,482,300	310,600	16,962,200	59,687
March	13,274	228,370	6,340	.....	5,470	284,440	4,911	12	7,405,260	340,100	19,759,900	55,851
April	6,105	312,618	8,446	.....	3,225	323,670	5,426	37	7,364,840	368,900	16,184,900	48,198
May	967	312,089	5,457	.....	2,730	387,060	8,110	94	3,905,400	941,500	17,513,800	45,176
June.....	597	348,849	9,716	.....	3,490	578,090	6,009	30	3,107,900	441,160	20,632,000	58,391
July	3,021	365,344	21,892	1,050	....	525,700	4,865	80	2,788,600	461 800	21,032,000	68,219
August	9,012	412,647	30,417	731	1,010	403,180	5,043	157	2,134,800	488,500	20,799,500	69,862
September.....	19,372	308,606	19,036	510	1,180	321,323	5,319	60	1,625,795	388,180	23,006,000	63,094
October.....	42,424	289,521	20,947	261	10,894	361,260	4,603	...	1,986,300	614,400	22 481,500	55,637
November	47,587	216,322	25,915	300	27,350	233,250	4,342	6	3,107,600	311,800	23,603,400	44,457
December	32,512	237,938	14,187	.....	28,270	341,220	4,865	3	2,807,600	170,200	27,578,800	54,171
Totals....	211,599	3,435,385	181,811	2,852	99,969	4,657,043	61,871	512	48,040,225	5,299,940	248,746,200	680,220
By Railroad....	208,622	3,392,428	152,547	2,831	99,969	4,622,413	58,741	75	46,087,925	5,299,940	248,654,200	651,941
" River	2,977	42,957	29,264	21	.....	34,630	3,130	437	1,952,300	.....	92,000	28,279

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Bran.		Cattle, head.	Castor Beans. Bu. blk.	Cheese, bxs.	Coal, tons.	Coffee, bags.	Corn.		Cornmeal, bbls.	Cotton, bales.	Cotton-seed Meal, tons.
	Sacks.	Cars blk.						Sacks.	Bushels.			
January	76,214	42	20,607	.....	12,750	32,081	22,190	1,564	707,924	10,667	49,179	772
February	65,484	28	19,185	... .	13,579	31,008	22,195	2,284	924,761	15,576	42,489	235
March	72,711	31	13,429	.....	11,928	30,691	24,183	3,094	1,420,968	13,988	43,927	353
April	42,367	36	17,475	.....	10,959	25,962	22,623	4,047	1,396,069	16,867	24,731	540
May	36,943	16	20,681	.....	11,651	21,917	23,706	5,445	1,061,337	20,872	31,555	427
June.....	46,603	47	36,217	.....	11,952	25,179	23,410	16,426	658,184	19,239	16,927	24
July	66,949	34	33,846	.....	13,061	28,337	20,194	10,969	790,941	22,717	7,396	20
August	79,076	32	42,311	.....	20,727	27,597	22,822	11,546	3,541,204	16,198	7,088	30
September.....	71,933	39	44,424	550	28,508	23,688	19,408	4,391	2,247,979	23,830	22,708	44
October..	39,570	48	35,076	9,120	28,811	51,898	25,961	3,574	2,695,624	22,116	101,657	476
November	30,751	42	33,172	8,530	21,715	47,785	18,365	10,251	2,592,445	14,221	101,760	3,378
December.....	22,708	51	33,614	1,680	18,421	40,172	17,508	3,825	1,773,026	20,415	107,467	368
Totals.....	651,309	446	350,037	19,880	204,062	396,315	262,565	77,416	19,810,482	216,706	556,884	6,672
By Railroad....	606,583	446	348,299	19,880	198,151	296,757	249,803	47,789	11,452,395	126,841	556,844	6,672
River.....	44,726	.. ..	1,738	.....	5,911	99,558	12,762	29,627	8,358,087	89,865	40	.....

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed. Bus. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January	8,230	11,171	36,356	6,340	146,137	2,328	202,400	19,126	20,155	3,980,100
February	16,401	13,071	75,584	2,290	168,261	3,574	53,900	12,708	17,240	4,285,300
March	16,131	12,459	98,953	5,100	158,207	2,526	77,000	11,681	9,169	5,032,000
April	10,305	18,124	114,080	3,470	127,337	3,553	287,465	13,275	4,883	7,060,300
May	12,786	10,547	51,624	1,680	139,439	961	121,800	8,925	3,974	6,563,800
June	17,170	9,125	27,180	2,750	119,481	1,676	90,500	6,585	3,690	6,880,300
July	14,720	9,052	26,054	46,902	156,834	2,590	304,200	4,703	3,164	6,795,900
August	11,719	7,845	9,112	338,424	184,648	2,494	385,100	7,613	3,740	4,717,330
September	9,572	10,861	11,121	113,539	244,417	5,838	266,800	4,786	7,191	10,195,900
October	13,012	12,138	16,936	63,634	233,065	3,619	146,700	4,954	15,639	8,946,000
November	11,994	12,610	12,411	17,580	153,769	2,840	131,800	6,829	19,049	8,128,400
December	13,645	13,537	15,419	5,170	114,486	2,042	.....	6,795	13,308	8,995,800
Totals	155,685	140,590	494,830	606,879	1,946,081	34,061	2,067,665	107,980	121,202	81,581,130
By Railroad	154,749	133,067	494,745	606,879	1,739,429	33,292	2,067,665	103,836	116,674	81,567,430
" River	936	7,523	85	.....	206,652	769	.....	1,144	4,528	13,700

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Hominy & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead. pigs.	Lumber. Cars.	Lumber. M ft.	Malt, sacks.	Mdse. and Sundries. Pkgs.	Mdse. and Sundries. Cars.	Molasses. Bbls.	Molasses. Kegs.
January	4,573	81,216	6,062,600	81,090	2,207	35	9,855	1,965,170	11,628	6,881	3,085
February	5,963	72,619	6,600,800	56,929	2,316	89	12,397	2,077,440	12,449	4,896	2,214
March	4,725	77,082	6,825,190	76,329	3,103	129	13,122	2,069,150	13,456	4,717	2,576
April	2,619	76,305	10,531,020	87,541	3,368	250	11,634	2,040,490	13,977	4,278	2,194
May	3,925	74,951	7,181,045	148,820	3,376	298	16,747	1,878,426	12,974	3,819	1,626
June	5,791	68,507	7,825,544	245,261	3,464	128	10,177	1,927,070	12,076	4,324	2,063
July	3,768	73,009	6,351,513	113,513	2,797	354	15,834	1,958,650	12,391	3,951	2,666
August	5,132	64,774	7,648,620	117,236	2,520	333	10,290	2,079,760	12,365	2,919	1,474
September	5,329	59,291	6,193,810	81,492	2,346	315	10,327	2,228,730	12,878	5,810	1,245
October	7,427	95,166	8,113,970	127,961	2,567	315	6,257	2,397,469	13,310	6,264	1,452
November	3,434	60,092	5,699,135	139,309	2,237	1,177	8,437	2,050,020	12,228	5,190	2,724
December	1,904	82,450	5,892,300	130,846	2,316	215	7,832	2,022,250	12,582	4,712	4,313
Total	54,590	885,462	84,875,547	1,406,327	32,617	3,638	132,909	24,694,625	152,314	57,761	27,632
By Railroad	37,887	884,990	75,368,580	1,404,577	32,617	.....	125,853	23,423,769	152,314	54,644	27,127
" River	16,703	472	9,506,967	1,750	.....	3,638	7,056	1,270,856	.....	3,117	505

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Nails, kegs.	Oats.		Oil Cake, tons.	Onions, pkgs.	Ore, tons.		Pig Iron, tons.	Pork Product.		
		Sacks.	Bushels.			Iron.	Zinc.		B'ld Pork bbls.	Hams, lbs.	Meats, lbs.
January	31,103	18,420	254,370	77	11,064	1,522	1,469	3,428	514	2,911,500	13,919,900
February	39,884	17,207	296,836	15	6,606	83	1,895	2,768	933	2,594,700	12,708,700
March	45,905	36,055	377,745	47	4,458	306	1,949	4,276	332	2,855,850	15,018,600
April	40,509	44,363	255,090	12	4,365	531	1,711	4,756	595	3,565,990	15,616,700
May	34,749	49,108	345,327	12	3,530	369	1,660	2,957	2,515	3,752,100	15,383,100
June	21,681	43,175	311,690	.....	3,353	372	2,351	2,323	1,393	3,956,350	13,072,500
July	28,872	27,817	113,435	.....	4,165	266	2,305	1,668	2,115	4,386,800	12,682,200
August	27,169	16,094	226,799	12	9,069	56	1,153	1,489	1,477	3,324,100	12,757,500
September	28,017	19,173	328,822	.....	11,597	40	1,513	2,296	1,841	2,636,240	16,605,070
October	30,567	41,896	589,128	16	7,317	52	939	3,584	3,648	4,192,850	21,326,000
November	34,032	21,535	274,730	20	3,730	20	1,114	1,916	439	3,736,950	13,455,000
December	31,715	18,386	255,570	.....	3,934	20	1,540	3,315	1,536	2,850,200	8,824,100
Totals	394,203	353,229	3,629,542	211	73,188	3,637	19,599	34,776	17,492	40,756,230	171,407,470
By Railroad	375,580	150,000	3,192,984	211	69,613	3,462	19,599	34,651	12,196	40,439,240	168,693,700
" River	18,623	203,227	436,558	.....	3,575	175	.....	125	5,296	316,990	2,713,770

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Molasses.		Nails.	Oats.		Oatmeal,	Oils.		Onions.	
	Bbls.	Kegs.	Kegs.	Sacks.	Bushels.	bbls.	Bbls.	Tanks.	Sacks & bbls.	Bu. bulk.
Chicago & Alton R.R., Mo. Div.	.....	.....	70	806	180,400	30	.....	.....	.....	.....
Missouri Pacific R.R.	53	.....	.....	1,143	1,156,100	20,050	1,360	21	443	500
St. Louis & San Francisco R.R.	314	.....	.....	41	9,900	4,270	.....	.....	.....	.....
Wabash R. R. (West)	.....	.....	.....	1,107	2,467,300	.....	50	49	707	13,000
St. Louis, Kans. City & Col. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	10	.....	600	782	31,900	.....	915	339	3,077	.....
St. Louis Southwestern R. R.	7	.....	600	.....	.....	.....	.....	115	.....	.....
St. L., Iron Mount. & South'n R.R.	2,740	.....	200	71	.....	.....	835	379	534	.....
Illinois Central R. R.	1,634	30	6,535	70	12,100	.....	155	104	12,172	1,000
Louisville & Nashville R.R.	588	31	28,678	21	1,100	.....	180	2	170	500
Mobile & Ohio "	8,533	4	.....	31	1,100	.....	145	94	5,785	.....
Louisville, Evansville & St. L. R. R.	50	.....	12,200	.....	1,100	.....	60	6	437	500
Balt. & Ohio S. W. Railroad	.....	.....	36,695	.....	4,400	.....	4,315	144	6,061	.....
Chicago & Alton "	360	800	39,170	.....	410,300	980	1,310	1,098	4,725	14,000
C., C., C. & St. Louis "	350	.....	58,207	.....	5,500	.....	8,175	1,444	15	4,000
Vandalia & Terre Haute "	160	.....	65,520	765	16,500	15	7,700	182	1,595	17,500
Wabash R. R. (East)	.....	.....	490	.....	24,200	.....	10,015	806	450	23,500
Toledo, St. Louis & K. C. R.R.	100	.....	77,768	.....	9,900	.....	7,274	500	5,058	45,500
Chicago, Peoria & St. Louis R. R.	232	920	2,750	27	289,500	315	1,315	30	200	500
Chi., Burl. & Quincy	.....	.....	22,240	.....	1,668,700	.....	.....	3,220	445	45,500
St. Louis, Keokuk & Northwestern R. R.	100	.....	115	.....	4,745,400	.....	1,055	27	13,475	13,500
St. Louis, Chicago & St. Paul R. R.	.....	.....	.....	.....	9,900	.....	185	2	15	10,500
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	50	.....	1,260	7,765	.....	220	.....	.....	9,093	1,500
Lower " "	1,499	23	.....	290	.....	.....	80	.....	12,080	.....
Illinois "	.....	.....	.....	228	.....	.....	.....	.....	66	.....
Missouri "	.....	.....	.....	55	.....	.....	.....	.....	5	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
By Wagon	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....
Total	16,830	1,808	353,123	13,202	11,425,300	25,830	45,124	8,547	76,623	191,500

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, Etc.	Oranges and Lemons, bxs.&bls	Ore.		Pig Iron, tons.	Peltries and Furs, Pkgs.	Pork Product.			Potatoes.	
		Iron, tons.	Zinc, tons.			Bld P'rk. bbls.	Hams, lbs.	Meats. lbs.	Sacks & bbls.	Bush.
Chicago & Alton R.R., Mo. Div....	69,387	.....	.....	.....	.....	.....	222,300	3,982,200	210	.....
Missouri Pacific R. R	6,685	10,508	11,296	110	102,898	1,140	2,166,600	54,820,500	551	7,200
St. L. & San Francisco R.R.....	50,565	422	16,649	12,412	88	.....	1,806,200	3,008,600	83,190	37,800
Wabash R. R. (West).....	44,511	.....	.....	.....	15,322	340	3,556,500	23,419,700	454	37,350
St. Louis, Kansas City & Colo. R.R..	.....	.....	.....	.....	.....	.....	.....	.....	.....	450
Missouri, Kansas & Texas R. R . ..	96,821	.....	.....	.....	13,263	.....	1,263,400	2,635,500	650	1,350
St. Louis Southwestern Ry.....	300	.....	.....	.....	114	.....	.....	600	305	1,800
St. L., Iron Moun. & South'n R.R...	22,730	3,960	75	9,520	1,988	.....	26,800	95,700	135,439	56,250
Illinois Central R. R.....	1,105	50	.....	16,809	3	.....	.....	62,200	10,998	34,650
Louisville & Nashville R.R.....	1,355	122	.....	15,506	2	.....	1,800	5,900	2,712	18,450
Mobile & Ohio "	54,885	.....	.....	13,576	146	.....	.....	400	35,229	46,350
Louisville, Evansville & St. L. R.R.	.....	29	.....	14,758	.....	.....	.....	.....	3,241	13,950
Balt. & Ohio S. W. Railroad.....	3,295	.....	.....	7,002	1,703	.....	.....	25,000	1,532	450
Chicago & Alton "	880	.....	.....	100	.....	175	107,300	5,722,600	3,164	84,600
C., C., C. & St. Louis "	16,320	.....	.....	1,763	21,700	290	.....	100,000	2,017	54,000
Vandalia & Terre Haute "	2,915	.....	.....	185	41	25	58,900	413,400	4,868	148,500
Wabash R. R. (East).....	28,885	.....	.....	110	.....	1,890	.....	15,642,500	30	144,000
Toledo, St. Louis & Kas. City R. R.	29,019	.....	.....	.....	200	.....	.....	.....	7,115	137,350
Chicago, Peoria & St. Louis R. R...	.....	.....	.....	179	9,477	.....	50,000	1,930,300	896	16,650
Chi., Burl. & Quincy R.R.....	.....	.....	.....	20	.....	.....	.....	12,325,000	810	56,700
St. L., Keokuk & Northwestern R.R	14,851	.....	.....	.....	41,870	385	2,344,500	36,060,500	1,506	187,200
St. Louis, Chicago & St Paul R. R..	.....	.....	.....	.....	.....	.....	.....	.....	15	103,050
St. Louis & Eastern R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	.....	.....	.....	.....	704	.....	5,000	68,500	923	7,000
Lower " "	.....	.....	.....	.....	712	.....	1,000	2,500	32,118	.....
Illinois "	.....	.....	.....	.....	14	.....	4,000	35,500	37	.....
Missouri "	.....	.....	.....	.....	17	.....	.....	3,000	....	.....
Ohio, Cumb. & Tenn. Rivers.....	.....	.....	.....	6,933	140	.....	.....	.....	564	.....
Total.....	444,539	15,086	28,020	99,073	210,432	4,235	11,614,300	160,355,100	328,064	1,195,100

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Rye.		Rice,	Rosin,	R.R. Iron.	Salt.			Seeds, sks
	Sacks.	Bush.	pkgs.	bbls.	tons.	Sacks.	Bbls.	Bu. in blk.	& bbls.
Chicago & Alton R.R., Mo. Div	....	9,800	.....	.....	711	.....	.....	.....	1,070
Missouri Pacific R.R.	159	35,000	1,650	.....	223	2,700	25	86,800	36,083
St Louis & San Francisco R.R.	....	.....	.....	.....	.....	305	100	15,680	1,610
Wabash R. R. (West).	462	93,100	400	.....	.....	900	180	1,680	3,844
St. L., Kansas City & Colorado R. R.	....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	238	29,400	.....	.....	317	.....	.....	.....	15,172
St. Louis Southwestern R. R.	....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Iron Mount. & Southern R R.	....	.....	33,843	10,518	.....	.....	200	.....	200
Illinois Central R. R.	....	.....	8,259	1,500	100	6,345	1,276	99,120	222
Louisville & Nashville R.R.	....	.....	3,685	611	28	1,403	.....	1,120	989
Mobile & Ohio "	....	.....	25,583	36,683	.....	1,650	.....	.....	2,784
Louisville, Evansville & St. Louis R.R.	....	.....	3,055	.....	.....	.....	.....	.....	1,967
Balt. & Ohio S. W. Railroad	....	700	4,040	495	2,025	1,000	4,425	12,880	300
Chicago & Alton "	....	2,800	1,385	.....	4,185	1,320	550	560	375
C. C. C., & St. Louis "	....	.....	790	.....	112	615	140,225	94,640	278
Vandalia & Terre Haute R.R.	136	1,400	500	100	15,026	395	7,755	68,880	72
Wabash R. R. (East)	....	700	.....	.....	390	200	141,420	14,560	.....
Toledo, St. Louis & Kansas City R R.	....	700	1,405	.....	465	22,330	33,420	58,240	.....
Chicago, Peoria & St. Louis R. R.	....	.....	.....	.....	130	.....	.....	.....	.....
Chi., Burl & Quincy R.R.	....	107,800	.....	.....	.....	.....	.....	.....	.....
St. Louis, Keokuk & Northwestern R. R.	....	2,100	740	.....	.....	.....	90	.....	.....
St. Louis, Chicago & St. Paul R. R.	100	700	.....	.....	.....	.....	.....	.....	.....
St. Louis & East-rn R. R	....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis Belleville & Southern R. R	....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	2,715	.....	.....	.....	.....	.....	.....	.....	668
Lower " "	339	.....	2,355	.....	.....	.....	.....	.....	5,230
Illinois "	1,569	.....	.....	.....	.....	.....	.....	.....	203
Missouri "	....	.....	.....	.....	.....	.....	.....	.....	18
Ohio, Cumberland and Tenn. Rivers	....	.....	.....	.....	2,000	.....	.....	.....	478
Total	5,658	284,200	87,690	49,902	26,262	39,163	329,666	454,160	71,563

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Sheep, head.	Staves.		Sugar.				Shingles. M.	Tallow, lbs.	Tar and Pitch. bbls.	Tobacco.		
		M.	Cars.	Hhds	Bbls.	Boxes.	Bags.				Hhds.	Pkgs. Leaf.	M'n'fact'd. Pounds.
Chicago & Alton R.R., Mo. Div.	4,412	....	.....	.....	.....	.....	.....	.....	220,300	80	50	123	78,200
Missouri Pacific R. R.	44,881	....	8	.....	.....	.....	.....	1,635	4,412,800	190	86	78	1,400
St. Louis & San Francisco R.R.	231,377	....	9	.....	710	.....	575	.....	1,625,000	.....	22	60	1,200
Wabash R. R. (West)	73,858	...	.....	.....	.....	.....	.....	490	3,401,400	65	219	33	881,800
St. L., Kansas City & Colorado R.R.	576	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kansas & Texas R. R.	56,140	...	5	.....	2,075	.....	4,200	.....	2,781,800	175	133	270	128,800
St. Louis Southwestern Ry.	.....	....	477	.....	.....	.....	.....	.....	27,600	.....	.....	.....	16,700
St. L., Iron Mount. & South'n R.R.	87,151	....	1,337	155	22,435	.....	5,570	.....	260,000	1,005	28	78	144,100
Illinois Central R. R.	18,411	....	936	508	30,511	.....	25,135	375	134,100	448	1,380	112	158,500
Louisville & Nashville R. R.	8,177	....	126	..	11,265	.....	7,300	210	80,900	655	2,985	76	3,546,200
Mobile & Ohio "	6,422	....	1,363	635	113,073	.....	127,682	.....	63,000	.....	.....	18	3,900
Louisville, Evansville & St. Louis R.	7,233	..	68	.....	8,720	.....	3,020	.....	88,500	450	16,079	43	1,529,490
Balt. & Ohio S. W. Railroad	11,489	....	298	.....	9,015	.....	6,580	.....	33,200	480	12,764	2,214	2,765,960
Chicago & Alton "	6,059	....	89	.....	3,185	.....	2,415	12	276,300	340	.....	184	26,100
C. C. C. & St. Louis "	2,237	....	21	.....	12,365	.....	7,065	.....	504,100	315	1,961	517	3,721,150
Vandalia & Terre Haute "	5,849	....	231	.....	6,155	.....	3,260	100	98,500	3,275	99	4,569	1,741,000
Wabash R. R. (East)	1,222	....	97	.....	110,050	.....	3,200	.....	503,500	.....	.....	1,070	10,300
Toledo, St. Louis & K. C. R.R.	1,630	...	191	.....	52,080	.....	8,645	.....	.....	.....	4	14	500
Chicago, Peoria & St. Louis R. R.	368	....	8	.....	2,175	.....	885	300	169,400	.....	.....	422	17,500
Chi., Burl. & Quincy R.R.	4,264	....	.....	.....	325	.....	.....	33,200	.....	60	.....	220	.....
St. L., Keokuk & Northwestern R.R.	13,678	....	.....	.....	380	.....	.....	25,264	2,798,900	425	131	11	1,326,310
St. Louis, Chicago & St. Paul R. R.	1,392	....	.....	.....	.....	.....	.....	.....	19,800	270	.....	.....	500
St. Louis & Eastern R. R.	403	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Belleville & Southern R. R.	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	1,900	....	.....	.....	.....	.....	.....	.....	511,500	85	1	.....	125,500
Lower " "	14,199	152	.....	.....	68,586	.....	48,387	2,527	144,900	132	5	20	4,700
Illinois "	1,223	....	.....	.....	.....	.....	.....	.....	26,700	25	.....	.....	3,700
Missouri "	42	....	.....	.....	.....	.....	.....	.....	500	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	144	74	.....	.....	.....	.....	.....	.....	12,800	.....	.....	.....	.....
Driven	8,160	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	632,872	226	5,264	1,298	448,105	.....	253,919	64,113	18,225,000	8,475	35,947	10,135	16,233,51

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

By Railroad, River, etc.	Turpentine.		Tin,	Tea,	Wheat.		Wines and Liquors.		Wool,	Zinc & Spelter,
	Bbls.	Tanks.	bxs.	chests	Sacks.	Bushels.	Barrels.	Bxs & Cas.	lbs.	slabs.
Chicago & Alton R.R., Mo. Div.	.....	....	.....	40	257	309,400	50	.....	133,330	.....
Missouri Pacific R.R	.....	....	.....	70	111,659	2,239,250	3,658	1,254	3,394,700	331,592
St. Louis & San Francisco R.R.	.....	....	.....	.....	426	1,147,900	619	35	1,573,300	384,001
Wabash R. R. (West)	.....	....	.....	545	25,898	898,950	886	4	1,823,320	.....
St. L., Kans. City and Col. R. R.	.....	....	.....	.....	45,704	113,100	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	.....	....	.....	.....	144,529	594,100	282	202	939,350	.....
St. Louis Southwestern Ry	.....	....	.....	10	.....	1,950	5	5	389,450	.....
St. Louis, Iron Mt. & Southern R R.	.....	....	100	5	5,056	26,650	798	440	722,820	996
Illinois Central R. R.	.....	....	.....	.....	.....	170,300	377	4,052	218,720	.....
Louisville & Nashville R.R.	.....	4	.....	377	.....	6,500	235	1,265	53,200	.....
Mobile & Ohio "	604	138	.....	.....	106	20,800	15	71	28,460	.....
Louisville, Evansville & St. L. R.R.	.....	....	165	1,329	4	29,250	35	3,787	53,450	.....
Balt. & Ohio S. W. "	.....	....	2,760	2,418	.....	27,950	115	16,305	161,950	.....
Chicago & Alton "	.....	....	870	2,130	.....	712,400	185	25	228,850	.....
C., C., C. & St. Louis "	.....	....	3,170	1,163	.....	150,800	4,715	4 684	174,210	.....
Vandalia & Terre Haute "	.....	....	39,615	5,670	375	53,300	1,291	3,244	154,900	.....
Wabash R. R. (East)	.....	....	575	95	.....	270,400	.....	.....	.....	.....
Toledo, St. Louis & Kans. City R.R.	.....	....	.....	.....	.....	138,450	.....	.....	48,480	.....
Chicago, Peoria & St. Louis R. R.	.....	....	2,190	5	.....	486,850	530	105	145,030	.....
Chicago, Burl. & Quincy R.R.	.....	....	.....	40	.....	1,278,550	.....	.....	383,800	.....
St. L., Keokuk & Northwestern R. R.	.....	....	.....	2,260	175	1,515,150	985	.....	4,009,870	.....
St. Louis, Chicago & St. Paul R. R.	.....	....	.....	.....	.....	94,900	64	.....	95,490	.....
St. Louis & Eastern R. R.	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	....	.....	.....	92,864	.....	146	91	210,620	.....
Lower " "	.....	....	10	.....	320,056	.....	68	1,668	178,610	.....
Illinois "	.....	....	.....	.....	78,298	21,000	.....	.....	9,780	.....
Missouri "	.....	....	.....	.....	8,136	.....	.....	.....	6,720	.....
Ohio, Cumb. & Tenn. Rivers	.....	....	.....	.....	117	.....	10	.....	6,430	.....
By Wagon	.....	....	.....	.....	.....	467,546	....	.....	.....	.....
Total	604	142	49,455	16,157	833,690	10,775,446	15,019	37,237	15,139,840	716,569

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896.

Date—1896.	Apples, bbls.	Ale & Beer, pkgs.	Bagging, rolls.	Barley.		Butter, lbs.	Beans, pkgs.	Beef, bbls. & tcs.	Barbed Wire, Pounds.	Canned Beef, lbs.	Fresh Beef, lbs.	Boots and Shoes, Cases.
				Sacks.	Bush.							
January	17,146	199,140	4,600	.....	6,050	560,360	4,403	....	4,323,830	467,800	19,192,200	57,477
February	19,582	203,941	6,858	.....	10,300	337,490	3,975	33	7,482,300	310,600	16,962,200	59,687
March	13,274	228,370	6,340	.....	5,470	284,440	4,911	12	7,405,260	340,100	19,759,900	55,851
April	6,105	312,618	8,446	.....	3,225	323,670	5,426	37	7,364,840	368,900	16,184,900	48,198
May	967	312,089	5,457	.....	2,730	387,060	8,110	94	3,908,400	941,500	17,513,800	45,176
June.....	597	348,849	9,716	.....	3,490	578,090	6,009	30	3,107,900	441,160	20,632,000	58,391
July	3,021	365,344	21,892	1,050	....	525,700	4,865	80	2,788,600	461 800	21,032,000	68,219
August	9,012	412,647	30,417	731	1,010	403,180	5,043	157	2,134,800	488,500	20,799,500	69,862
September.....	19,372	308,606	19,036	510	1,180	321,323	5,319	60	1,625,795	383,180	23,006,000	63,094
October.....	42,424	289,521	29,947	261	10,894	361,260	4,603	...	1,986,300	614,400	22 481,500	55,637
November	47,587	216,322	25,915	300	27,350	233,250	4,342	6	3,107,600	311,800	23,603,400	44,457
December	32,512	237,938	14,187	.....	28,270	341,220	4,865	3	2,807,600	170,200	27,578,800	54,171
Totals....	211,599	3,435,385	181,811	2,852	99,969	4,657,043	61,871	512	48,040,225	5,299,940	248,746,200	680,220
By Railroad....	208,622	3,392,428	152,547	2,831	99,969	4,622,413	58,741	75	46,087,925	5,299,940	248,654,200	651,941
" River	2,977	42,957	29,264	21	.....	34,630	3,130	437	1,952,300	.....	92,000	28,279

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Bran.		Cattle, head.	Castor Beans. Bu. blk.	Cheese, bxs.	Coal, tons.	Coffee, bags.	Corn.		Cornmeal, bbls.	Cotton, bales.	Cotton-seed Meal, tons.
	Sacks.	Cars blk.						Sacks.	Bushels.			
January	76,214	42	20,607	.....	12,750	32,081	22,190	1,564	707,924	10,667	49,179	772
February	65,484	28	19,185	.....	13,579	31,008	22,195	2,284	924,761	15,576	42,489	235
March	72,711	31	13,429	.....	11,928	30,691	24,183	3,094	1,420,968	13,988	43,927	353
April	42,367	36	17,475	.....	10,959	25,962	22,623	4,047	1,396,069	16,867	24,731	540
May	36,943	16	20,681	.....	11,651	21,917	23,706	5,445	1,061,337	20,872	31,555	427
June.....	46,603	47	36,217	.....	11,952	25,179	23,410	16,426	658,184	19,239	16,927	24
July	66,949	34	33,846	.....	13,061	28,337	20,194	10,969	790,941	22,717	7,396	20
August	79,076	32	42,311	.....	20,727	27,597	22,832	11,546	3,541,204	16,198	7,088	30
September.....	71,933	39	44,424	550	28,508	23,688	19,408	4,391	2,247,979	23,830	22,708	44
October.....	39,570	48	35,076	9,120	28,811	51,898	25,961	3,574	2,695,624	22,116	101,657	476
November	30,751	42	33,172	8,530	21,715	47,785	18,365	10,251	2,592,445	14,221	101,760	3,378
December.....	22,708	51	33,614	1,680	18,421	40,172	17,508	3,825	1,773,026	20,415	107,467	368
Totals.....	651,309	446	350,037	19,880	204,062	396,315	262,565	77,416	19,810,482	216,706	556,884	6,672
By Railroad....	606,583	446	348,299	19,880	198,151	296,757	249,803	47,789	11,452,395	126,841	556,844	6,672
River.....	44,726	.. ..	1,738	.....	5,911	99,558	12,762	29,627	8,358,087	89,865	40	.....

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed. Bus. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January	8,230	11,171	36,356	6,340	146,137	2,328	202,400	19,126	20,155	3,980,100
February	16,401	13,071	75,584	2,290	168,261	3,574	53,900	12,708	17,240	4,285,300
March	16,131	12,459	98,953	5,100	158,207	2,526	77,000	11,681	9,169	5,032,000
April	10,305	18,124	114,080	3,470	127,337	3,553	287,465	13,275	4,883	7,060,300
May	12,786	10,547	51,624	1,680	139,439	981	121,800	8,925	3,974	6,563,800
June	17,170	9,125	27,180	2,750	119,481	1,676	90,500	6,585	3,690	6,880,300
July	14,720	9,052	26,054	46,902	156,834	2,590	304,200	4,703	3,164	6,795,900
August	11,719	7,845	9,112	338,424	184,648	2,494	385,100	7,613	3,740	4,717,330
September	9,572	10,861	11,121	113,539	244,417	5,838	266,800	4,786	7,191	10,195,900
October	13,012	12,188	16,936	63,634	233,065	3,619	146,700	4,954	15,639	8,946,000
November	11,994	12,610	12,411	17,580	153,769	2,840	131,800	6,829	19,049	8,128,400
December	13,645	13,537	15,419	5,170	114,486	2,042	.....	6,795	13,308	8,995,800
Totals	155,685	140,590	494,830	606,879	1,946,081	34,061	2,067,665	107,980	121,202	81,581,130
By Railroad	154,749	133,067	494,745	606,879	1,739,429	33,292	2,067,665	103,836	116,674	81,567,430
" River	936	7,523	85	.....	206,652	769	.....	1,144	4,528	13,700

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Hominy & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead. pigs.	Lumber. Cars.	Lumber. M ft.	Malt, sacks.	Mdse. and Sundries. Pkgs.	Mdse. and Sundries. Cars.	Molasses. Bbls.	Molasses. Kegs.
January	4,573	81,216	6,062,600	81,090	2,207	35	9,855	1,965,170	11,628	6,881	3,065
February	5,963	72,619	6,600,800	56,929	2,316	89	12,397	2,077,440	12,449	4,896	2,214
March	4,725	77,082	6,825,190	76,329	3,103	129	13,122	2,069,150	13,456	4,717	2,576
April	2,619	76,305	10,531,020	87,541	3,368	250	11,634	2,040,490	13,977	4,278	2,194
May	3,925	74,951	7,131,045	148,820	3,376	298	16,747	1,878,426	12,974	3,819	1,626
June	5,791	68,507	7,825,544	245,261	3,464	128	10,177	1,927,070	12,076	4,324	2,063
July	3,768	73,009	6,351,513	113,513	2,797	354	15,834	1,958,650	12,391	3,951	2,666
August	5,132	64,774	7,648,620	117,236	2,520	333	10,290	2,079,760	12,365	2,919	1,474
September	5,329	59,291	6,193,810	81,492	2,346	315	10,327	2,228,730	12,878	5,810	1,245
October	7,427	95,166	8,113,970	127,961	2,567	315	6,257	2,397,469	13,310	6,264	1,452
November	3,434	60,092	5,699,135	139,309	2,237	1,177	8,437	2,050,020	12,228	5,190	2,724
December	1,904	82,450	5,892,300	130,846	2,316	215	7,832	2,022,250	12,582	4,712	4,313
Total	54,590	885,462	84,875,547	1,406,327	32,617	3,638	132,909	24,694,625	152,314	57,761	27,632
By Railroad	37,887	884,990	75,368,580	1,404,577	32,617	.....	125,853	23,423,769	152,314	54,644	27,127
" River	16,703	472	9,506,967	1,750	.....	3,638	7,056	1,270,856	.....	3,117	505

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Continued.

Date—1896.	Nails, kegs.	Oats.		Oil Cake, tons.	Onions, pkgs.	Ore, tons.		Pig Iron, tons.	Pork Product.		
		Sacks.	Bushels.			Iron.	Zinc.		B'ld Pork bbls.	Hams, lbs.	Meats, lbs.
January	31,103	18,420	254,370	77	11,064	1,522	1,469	3,428	514	2,911,500	13,919,900
February	39,884	17,207	296,836	15	6,606	83	1,895	2,768	933	2,594,700	12,708,700
March	45,905	36,055	377,745	47	4,458	306	1,949	4,276	332	2,855,850	15,018,600
April	40,509	44,363	255,090	12	4,365	531	1,711	4,756	595	3,565,990	15,616,700
May	34,749	49,108	345,327	12	3,530	369	1,660	2,957	2,515	3,752,100	15,383,100
June	21,681	43,175	311,690	.....	3,353	372	2,351	2,323	1,393	3,936,350	13,072,500
July	28,872	27,817	113,435	.....	4,165	266	2,305	1,668	2,115	4,386,800	12,682,200
August	27,169	16,094	226,799	12	9,069	56	1,153	1,489	1,477	3,324,100	12,757,500
September	28,017	19,173	328,822	.....	11,597	40	1,513	2,296	1,841	2,636,240	16,605,070
October	30,567	41,896	589,128	16	7,317	52	939	3,584	3,648	4,192,850	21,326,000
November	34,032	21,535	274,730	20	3,730	20	1,114	1,916	439	3,736,950	13,455,000
December	31,715	18,386	255,570	.....	3,934	20	1,540	3,315	1,536	2,850,200	8,824,100
Totals	394,203	353,229	3,629,542	211	73,188	3,637	19,599	34,776	17,492	40,756,230	171,407,470
By Railroad	375,580	150,000	3,192,984	211	69,613	3,462	19,599	34,651	12,196	40,439,240	168,693,700
" River	18,623	203,227	436,558	.....	3,575	175	.....	125	5,296	316,990	2,713,770

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896.—Continued.

Date—1896.	Potatoes.		Rye.		Rice,	Salt.			Sheep,	Sugar.		
	Pkgs.	Bus.	Sacks.	Bushels.	pkgs.	Sacks.	Bbls.	Bu. bulk.	head.	Hhds.	Bbls.	Bags.
January	34,407	46,340	.....	17,690	2,815	25	26,112	1,680	2,388	332	31,966	28,440
February	46,947	44,980	118	17,330	5,829	1,910	15,544	.....	3,950	5	20,587	11,210
March	23,911	22,230	.....	18,260	7,593	50	15,351	1,120	1,305	1	25,238	19,779
April	12,879	12,420	.....	26,010	7,548	68	14,622	560	25,372	.....	28,672	21,512
May	21,442	11,180	.....	15,430	10,027	610	14,319	1,680	81,447	.....	21,640	15,426
June.....	189,527	156,450	.....	2,260	7,920	690	14,894	.....	84,504	.....	23,285	17,246
July	32,066	69,560	71	6,940	5,283	1,532	17,164	1,680	24,710	.....	23,014	14,115
August	34,839	55,820	638	5,420	3,175	149	19,697	2,800	10,156	115	21,876	14,292
September ...	38,230	68,330	732	5,360	2,556	257	26,546	1,680	9,633	32	20,499	13,457
October.....	24,932	81,602	.....	60,617	3,679	217	26,536	3,425	6,044	49	17,060	10,946
November ...	13,710	30,210	10	49,790	4,572	3,281	35,512	3,920	2,543	115	26,026	21,422
December....	11,215	40,630	.....	18,190	3,619	551	30,809	4,480	2,550	207	33,896	35,372
Totals....	484,105	639,152	1,881	243,297	64,616	9,340	237,106	23,025	254,602	856	293,759	223,217
By Railroad.	474,455	639,152	1,404	243,297	62,254	8,902	231,760	23,025	252,819	856	278,723	214,378
" River.....	9,650	.....	477	.....	2,362	438	25,346	.....	1,783	.....	15,036	8,839

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MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1896—Concluded.

Date, 1896.	Soap, bxs.	Tallow, lbs.	Tobacco, hhds.	Tobacco, Manuf'd, lbs.	Wheat.		Whisky & High-Wines. bbls.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, slabs.
					Sacks.	Bushels.				
January.	51,757	941,200	139	5,046,300	582	465,640	9,682	1,044,500	2,477,800	112,368
Februa'y	58,584	667,400	174	5,496,600	890	416,750	8,190	547,600	3,907,200	106,483
March...	66,625	232,300	315	6,561,400	586	309,610	9,385	869,600	4,364,200	94,136
April....	70,496	673,000	166	4,885,000	1,264	359,958	9,724	1,002,300	4,111,300	87,220
May.....	52,733	946,200	91	6,357,700	2,541	629,162	8,289	1,465,400	5,114,600	90,370
June	48,924	2,264,400	321	4,986,600	2,571	342,622	8,282	2,768,300	4,003,700	124,749
July	58,327	2,608,300	756	5,903,200	1,054	485,958	8,557	1,591,000	4,211,800	96,033
August..	52,879	997,600	563	4,975,000	800	625,831	8,244	1,122,000	3,220,200	59,549
Sep'mb'r	44,490	2,261,400	536	5,414,000	770	797,975	8,500	1,112,100	2,696,700	67,267
October.	53,392	840,500	353	5,029,300	1,888	828,542	8,931	1,538,879	2,617,300	54,857
Novem'r.	47,309	122,200	193	4,603,800	12,131	694,170	8,508	1,546,400	1,824,000	86,446
Decem'r.	50,493	658,300	352	4,855,600	780	636,182	10,884	1,331,500	1,710,300	125,043
Totals.	656,009	13,212,800	3,959	64,114,500	25,857	6,592,400	107,176	15,939,579	40,259,600	1,104,563
By R. R..	625,453	13,207,500	3,930	63,262,900	17,553	4,859,837	104,100	15,938,079	35,109,400	1,104,563
" River	30,556	5,300	29	851,600	8,304	1,732,563	3,076	1,500	5,150,200	.....

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, bbls and tcs.	Barbed Wire, lbs.	Canned Beef, lbs.
				Sacks.	Bush.					
Chicago & Alton R.R., Mo. Div	12,185	22,379	.....	.....	.....	.....	30	.....	520,900	.....
Missouri Pacific R.R.	4,053	440,942	1,599	.....	4,560	27,825	2,366	.....	7,002,750	.....
St. Louis & San Francisco R.R.	3,042	478,612	44,028	.....	.....	83,900	7,120	.....	11,777,400	184,360
Wabash R. R. (West.)	3,124	205,200	.....	.....	.....	109,750	10,662	25	560,700	.....
St. L., Kansas City & Colo. R. R.	.....	462	.....	.....	.....	.....	.....	.....	31,000	.....
Missouri, Kansas & Texas R. R.	12,192	159,237	3,540	300	.....	390	805	.....	11,829,880	.....
St. Louis Southwestern Ry	31,644	74,499	22,394	.....	.....	118,010	1,239	.....	2,043,500	.....
St. L., Iron Moun. & Southern R. R.	52,138	726,052	55,835	11	22,470	1,108,268	2,597	.....	2,414,200	20,000
Illinois Central	25,992	67,022	1,781	.....	.....	492,495	2,165	.....	1,792,460	12,200
Louisville & Nashville R.R	9,927	37,806	1,180	.....	4,610	117,585	490	.....	378,700	269,680
Mobile & Ohio R. R.	21,449	120,119	21,194	.....	1,678	1,500	574	.....	1,583,800	1,000
L., E. & St. L. R. R.	717	80,796	.....	2,120	55,376	10,060	370	.....	48,760	232,800
Balt. & Ohio S. W. R.R.	507	55,368	.....	.....	10,580	11,100	538	.....	178,980	1,096,500
Chicago & Alton R. R.	3,922	120,640	.....	.....	.....	110,010	765	50	35,700	.....
C. C. C. & St. L. R. R.	435	91,152	91	.....	.....	37,310	346	.....	34,700	390,700
Vandalia R. R.	3,485	126,508	38	.....	.....	116,270	2,725	.....	2,300	3,003,100
Wabash R. R. (East)	13,422	93,765	15	.....	760	2,263,650	746	.....	328,100	29,500
Toledo, St. Louis & Kan. City R. R.	1,016	98,693	452	400	.....	18,300	31	.....	.....	60,100
Chicago, Peoria & St. Louis R. R.	1,031	61,621	400	.....	.....	750	449	.....	4,000	.....
Chi., Burl. & Quincy R. R.	5,188	81,640	.....	.....	.....	.....	212	.....	.....	.....
St. L., Keokuk & Northwestern R.R	2,658	244,842	.....	.....	.....	40	23,657	.....	5,527,155	.....
St. Louis. Chicago & St. Paul R. R.	495	5,518	.....	.....	.....	200	788	.....	.....	.....
St. Louis & Eastern R. R.	.....	.....	.....	.....	.....	.....	16	.....	.....	.....
St. L., Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	43,000	.....
Total by Railroad	208,622	3,892,428	152,547	2,831	99,969	4,622,413	58,741	75	46,087,935	5,299,940
By River	2,977	42,957	29,264	21	.....	34,630	3,130	437	1,952,300	.....
Total	211,599	3,435,885	181,811	2,852	99,969	4,657,043	61,871	512	48,040,225	5,299,940

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD & RIVER	Fresh Beef, Pounds.	Boots and Shoes. Cases.	BRAN.		Cattle, head.	Castor Beans, Bu. blk.	Cheese, boxes.	Coal, tons.	Coffee, bags.	CORN.	
			Sacks.	Cars, blk.						Sacks.	Bushels.
Chi. & Alton R. R., Mo. Div.	.....	14,525	.....	....	1,183	.....	1,684	4,087	17,828	.....	.....
Missouri Pacific R.R.	31,600	64,122	970	1	3,948	.....	12,367	77,056	30,957	708	2,700
St. L. & San Francisco R R.	40,200	43,873	628	....	877	.....	12,802	40,156	35,610	117	2,700
Wabash R.R. (West)	.....	54,741	.....	....	10,152	.....	9,538	81,675	41,526	.....	.....
St. L., K. C. & Col. R. R.	.....	.....	.....	1	160	.....	.....	5,314	.....	.....	.....
Mo., Kansas & Texas R. R.	142,700	54,758	66	....	1,227	.....	8,795	15,688	6,459	.....	.....
St. Louis Southwestern R.R.	5,600	57,740	11,704	4	6	.....	17,866	44	4,816	1,648	2,700
St. L., Iron Mount. & S. R.R.	2,012,800	88,678	19,965	196	796	.....	104,942	9,570	9,451	1,530	756,818
Illinois Central R.R.	322,600	70,324	19,275	1	2,244	.....	11,584	32	35,440	1,193	280,744
Louisville & Nashville R.R.	3,581,000	33,359	15,775	7	641	.....	1,836	1,564	5,490	14,333	2,784,551
Mobile & Ohio "	.....	45,254	9,934	5	167	.....	7,436	270	7,486	11,105	1,471,061
L., E. & St. Louis R.R.	136,300	17,659	1,973	12	54	.....	250	144	4,509	80	2,675,146
Balt & Ohio S. W. Railroad	26,165,400	7,011	39,608	3	12,598	.....	1,979	.....	5,272	185	1,478,297
Chicago & Alton "	95,052,800	3,903	87,897	22	76,815	.....	182	1,271	2,261	801	7,330
C., C., C. & St. L. "	23,034,700	9,283	23,283	18	17,151	1,650	1,137	91	2,142	1,372	1,206,462
Vandalia R.R.	38,987,300	13,651	30,639	52	31,514	.....	1,178	496	6,232	258	91,041
Wabash R. R. (East)	59,195,900	14,447	200,123	108	88,475	.....	2,253	41	1,643	13,777	59,452
Tol., St. Louis & K. C. R.R	45,300	287	101,526	6	74,298	.....	5	12	75	320	510,317
Chicago, Peoria & St. L. R.R.	.....	3,486	39,107	10	11,836	13,280	302	805	1,682	3	70,816
Chi., Burl. & Quincy R.R.	.....	3,046	.....	....	8,806	4,950	4	21,084	2,361	.....	47,600
St. L., Keokuk & N. W. R.R.	.....	48,992	.....	....	4,535	.....	.....	37,101	24,649	344	3,360
St. L., Chi. & St. P. R. R.	.....	2,551	4,115	....	5,816	.....	1,256	282	3,771	.....	1,300
St. L. & Eastern R. R	.....	256	.....	....	.....	.....	155	.....	143	.....	.....
St. L., Bellv. & South. R. R.	.....	.....	.....	....	.....	.....	.....	24	.....	.....	.....
Total by Railroad	248,654,200	651,941	606,583	446	318,299	19,880	198,151	296,757	249,808	47,789	11,452,395
By River	92,000	28,279	44,726	....	1,738	.....	5,911	99,558	12,762	29,627	8,358,087
Total by Rail and River.	248,746,200	680,220	651,309	446	350,037	19,880	204,062	896,315	262,565	77,416	19,810,482

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	FLAX SEED. Sacks.	FLAX SEED. Bu. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.
Chicago & Alton R.R., Mo. Div..	.....	.....	15	.....	7,205	.....	....	.....	160	....	.....
Missouri Pacific "	545	2,063	....	35,064	16,794	100	....	.....	2,729	40	.....
St. Louis & San Francisco R.R....	849	.....	30	30,535	11,262	20	....	.....	35,745	....	.....
Wabash R. R. (West).....	.....	.....	....	8,286	11,900	.....	....	.....	115	....	.....
St. L., Kansas City & Colo. R. R...	.....	.....	....	.....	.....	.....	....	.....	200	....	.....
Mo., Kansas & Texas R. R	655	.....	15	1,094	2,968	17	....	.....	33,533	....	.....
St. Louis Southwestern.....	567	.....	13	1,289	6,489	70	....	.....	111,607	...	.....
St. Louis & Iron Mountain	48,429	150	....	7,106	19,151	1,162	....	.....	345,309	4,262	.....
Illinois Central R. R..	22,321	489	593	6,405	2,222	.....	....	7,994	360,608	1,289	26,300
Louisville & Nashville R.R.....	20,412	1,516	....	6,514	1,732	10	....	.....	145,637	3,601	.....
Mobile & Ohio "	22,969	290	....	1,569	2,646	.....	...	970	269,642	6,457	.....
L., E. & St. L. R. R.....	6,747	50	98	41	2,064	.....	....	.....	36,685	10,353	536,365
Balt. & Ohio S. W. R. R.....	.....	54,338	149	2,111	1,097	4,711	....	.....	23,101	3,625	308,080
Chicago & Alton "	.....	129,322	667	.....	3,895	13,805	....	8,824	43,204	318	750,200
C., C., C. & St. L. "	3,315	107,384	126	9,084	3,965	50,115	....	1,410	128,912	612	262,300
Vandalia & Terre Haute R. R.....	.....	91,654	190	449	8,300	28,467	....	41,900	25,906	1,265	34,400
Wabash R. R. (East.).....	12	71,791	489	92	868	276,645	....	242,595	100,121	267	84,500
Toledo, St. Louis & Kan. City R.R	20	76,365	4,277	.....	.....	115,018	....	.....	115,514	1,008	.....
Chicago, Peoria & St. Louis R.R..	.....	17,839	....	.....	120	3,756	....	5,200	16,750	120	52,600
Chi., Burl. & Quincy R. R.....	.....	3,573	....	.....	.....	.....	....	297,410	3,100	....	.....
St. Louis, Keokuk & N. W. R. R..	.....	.....	....	45,096	30,334	377	....	.....	469	....	.....
St. L., Chicago & St. Paul R. R ...	.....	.....	....	.....	55	472	....	576	91	85	13,000
St. Louis & Eastern R. R.....	.....	.....	....	74	.....	.....	....	.....	.....	....	.....
St. L., Belle. & Southern R. R...	.....	.....	....	.....	.....	.....	....	.....	350	....	.....
Total by Railroad.....	126,841	556,844	6,672	154,749	133,067	494,745	....	606,879	1,739,429	33,292	2,067,665
By River	89,865	40	.....	286	7,523	85	....	.....	206,652	769	.....
Total by Rail and River.....	216,706	556,884	6,672	155,035	140,590	494,830	....	606,879	1,946,081	34,061	2,067,665

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued

BY RAILROAD AND RIVER.	Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hominy & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lumber Cars.	Lumber M feet.	Malt. Sacks.
Chicago & Alton R.R., Mo. Div	20	235	.....	.....	.....	58,000	.....	364	.....	400
Missouri Pacific "	274	561	263,300	282	37	2,062,300	41	10,653	.....	9,995
St. Louis & San Francisco R.R.	1,867	781	300	1,253	44	2,503,700	6,959	1,558	.....	2,700
Wabash R. R. (West)	422	378	77,600	3,551	304	238,600	1,632	3,829	.....	2,065
St. L., K. C. & Col. R. R.	206	51	.....	.....	.....	.....	.....	54	.....	.....
Missouri, Kansas & Texas R. R.	57	274	.....	141	956	296,500	193	240	.....	4,649
St. Louis Southwestern Ry	111	1,028	.....	207	.....	844,250	172	14	.....	3,204
St. L., Iron Mount. & Southern R.R.	12,907	21,513	500,700	4,851	.....	6,626,550	1,701	163	.....	36,731
Illinois Central R. R	10,556	15,935	37,100	6,129	.....	10,274,100	15,215	257	.....	16,697
Louisville & Nashville R.R.	16,738	44,976	1,432,200	7,938	.....	7,652,100	80,046	147	.....	5,699
Mobile & Ohio "	7,085	14,041	.....	9,293	.....	7,556,800	551	109	.....	2,805
L., E. & St. Louis R. R.	3,020	1,198	5,145,100	3,435	480	4,758,100	94,912	407	.....	16,040
Balt. & Ohio S. W. "	9,735	2,405	8,834,300	.....	29,260	3,441,100	263,598	523	.....	2,825
Chicago & Alton "	3,728	607	9,051,300	.....	213,715	8,580,200	102,612	1,609	.....	3,116
C., C., C. & St. L. "	5,308	2,552	2,974,300	9	70,908	2,963,200	101,412	574	.....	1,025
Vandalia	13,974	6,589	14,155,700	793	326,176	1,201,400	87,255	1,875	.....	424
Wabash R. R. (East)	6,849	1,979	24,963,030	.....	38,038	12,976,960	178,757	1,931	.....	6,633
Toledo, St. Louis & Kan. City R. R.	6,565	833	6,757,600	.....	192,030	2,361,200	318,728	891	.....	.....
Chicago, Peoria & St. Louis R. R.	5,614	274	6,795,200	.....	159	838,900	148,437	2,228	.....	1,040
Chicago, Burl. & Quincy R. R.	1,375	325	.....	.....	12,023	72,700	400	1,884	.....	.....
St. Louis, Keokuk & N. W. R.R.	88	201	261,800	.....	860	15,200	866	3,021	.....	9,805
St. Louis, Chicago & St. Paul R. R.	316	43	317,400	.....	.....	20,000	1,095	272	.....	.....
St. Louis & Eastern R. R.	.....	.....	.....	5	.....	6,700	.....	.....	.....	.....
St. L., Bellev. & Southern R. R	21	.....	.....	.....	.....	.....	.....	23	.....	.....
Total by Railroad	106,836	116,674	81,567,430	37,887	884,990	75,368,580	1,404,577	32,617	.....	125,853
By River	1,144	4,528	13,700	16,703	472	9,506,967	1,750	.....	3,638	7,056
Total by Rail and River	107,980	121,202	81,581,130	54,590	885,462	84,875,547	1,406,327	32,617	3,638	132,909

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD AND RIVER.	MDSE. & SUNDS.		MOLASSES.		Nails, kegs.	OATS.		Oil Cake. Tons.	Onions. pkgs.	ORE—Tons	
	Packages.	Cars.	Bbls.	Kegs.		Sacks.	Bushels.			Iron.	Zinc.
Chicago & Alton R.R., Mo. Div	357,170	1,410	.....	.....	3,660	.....	.....	....	.....	.....	.....
Missouri Pacific "	3,972,700	21,320	2,146	225	43,382	436	30,220	17	1,158	80	.....
St. Louis & San Francisco R.R.	3,154,620	16,884	5,025	8,527	66,650	4	7,500	....	2,506	.....	.....
Wabash R. R (West)	897,074	27,074	8,910	10,086	18,834	.....	53,190	27	10,268	.....	.....
St. Louis, Kansas City & Colorado R. R.	.....	327	.....	.....	.....	.....	5,210	....	.....	.....	.....
Mo., Kansas & Texas R. R.	1,117,031	5,166	1,368	545	50,759	977	.....	....	5,412	.....	.....
St. Louis Southwestern Ry	838,579	3,210	5,135	1,782	17,517	14,372	70,000	....	9,857	.....	.....
St. L., Iron Mountain & Southern R.R.	4,628,469	6,634	2,000	3,728	35,324	6,864	502,750	72	23,793	140	20
Illinois Central	925,448	4,832	3,079	103	30,081	4,338	572,910	....	5,207	297	413
Louisville & Nashville R R	752,487	8,496	343	76	14,510	36,179	641,600	32	2,599	179	.....
Mobile & Ohio R. R.	833,180	6,559	5,682	187	29,510	84,454	813,949	...	1,776	20	.....
L., E. & St. Louis R. R.	235,865	1,631	1,010	135	2,409	760	284,680	....	416	.....	264
Balt. & Ohio S. W. R. R.	264,079	3,004	165	325	3,468	565	64,320	63	786	.....	.....
Chicago & Alton R. R.	615,605	2,738	2,763	16	2,240	.....	8,975	....	1,234	.....	24
C. C. C. & St. Louis R. R.	480,074	3,123	252	13	4,568	8	113,290	....	386	1,068	410
Vandalia R. R.	1,531,933	3,779	157	124	2,331	1,045	44,830	....	700	1,646	17,652
Wabash R. R. (East.)	778,300	6,334	1,602	53	824	.....	17,850	....	404	15	57
Toledo, St. Louis & Kan. City R.R.	271,574	2,579	238	.....	30	.....	3,820	....	1,985	.....	308
Chicago, Peoria & St. Louis R. R.	294,674	3,718	253	.....	892	.....	4,280	....	411	.....	30
Chi., Burl. & Quincy R. R.	240,467	4,738	4,094	995	818	.....	1,000	....	22	.....	.....
St. Louis, Keokuk & N. W. R.R.	1,207,430	14,257	10,187	.....	46,216	.....	.....	....	861	.....	1,086
St. Louis, Chicago & St. Paul R. R.	2,500	4,523	192	257	1,557	.....	2,600	....	338	17	.....
St. Louis & Eastern R. R	34,590	.....	43	.....	.....	.....	.....	....	.....	.....	.....
St. L., Bellev. & Southern R. R	920	29	.....	.....	.....	.....	.....	....	.....	.....	.....
Total by Railroad	23,423,769	152,314	54,644	27,127	375,580	150,002	3,192,984	211	69,613	3,462	19,599
By River	1,270,856	.....	3,117	505	18,623	203,227	436,558	....	3,575	175	.....
Total	24,694,625	152,314	57,761	27,632	394,203	353,229	3,629,542	211	73,188	3,637	19,599

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD AND RIVER.	SALT.			Sheep,	SUGAR.			Soap,	Tallow,	Tobacco,
	Sacks.	Bbls.	Bu. blk.	head	Hhds.	Bbls.	Bags.	bxs.	lbs.	hhds.
Chicago & Alton R.R., Mo. Division	.....	7,570	.....	777	.....	10,585	7,868	5,362	.....	14
Missouri Pacific "	1,918	21,898	6,160	644	245	27,651	18,593	119,441	.....	33
St. Louis & San Francisco R.R.	90	23,378	1,680	.....	.....	18,557	14,245	52,873	.....	30
Wabash R. R. (West)	940	38,655	5,665	6,378	.....	35,815	40,870	23,527	.....	169
St. Louis, Kansas City & Colo. R. R.	.....	900	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	25	59,951	.....	333	.....	7,743	2,762	61,527	.....	235
St. Louis Southwestern Ry	.....	5,338	.....	.....	.....	4,361	41	39,447	.....	1
St. Louis, Iron Mountain & Southern R.R.	6	19,111	2,800	1,645	.....	9,541	747	98,903	540,000	.....
Illinois Central R. R.	50	19,538	1,120	496	196	23,695	7,085	43,784	1,226,900	135
Louisville & Nashville R.R.	75	1,462	560	186	.....	4,403	426	29,112	154,100	34
Mobile & Ohio "	40	26,472	.....	150	.....	8,203	791	39,464	164,600	.....
L., E. & St. Louis R.R.	32	3,749	.....	236	.....	4,408	258	21,676	3,540,000	188
Balt. & Ohio S. W. "	5	896	.....	8,014	.....	6,447	614	12,403	2,546,100	373
Chicago & Alton "	.....	800	.....	151,448	123	11,484	2,505	4,321	1,560,000	251
C., C., C. & St. Louis R. R.	21	347	2,800	4,550	.....	3,965	275	6,692	1,491,800	332
Vandalia & Terre Haute "	.....	317	.....	23,460	.....	3,742	632	3,529	646,300	413
Wabash R. R. (East)	150	62	.....	41,858	.....	2,043	2,900	7,831	1,092,900	526
Toledo, St. Louis & Kan. City R. R.	.....	300	.....	2,905	.....	2	.....	6,141	128,200	42
Chicago, Peoria & St. Louis R. R.	.....	44	.....	1,193	19	2,677	746	3,430	116,600	.....
Chicago, Burl. & Quincy R. R.	4,000	57	.....	5,004	227	47,441	91,900	1,762	.....	182
St. Louis, Keokuk & Northwestern R.R.	1,550	330	1,680	3,076	46	42,073	20,125	43,394	.....	862
St. Louis, Chicago & St. Paul R. R.	.....	85	.....	303	.....	3,643	995	666	.....	110
St. Louis & Eastern R. R.	.....	.....	.....	166	.....	245	.....	178	.....	.....
St. Louis, Belleville & Southern R. R.	.....	.....	560	.....	.....	.....	.....	.....	.....	.....
Total by Railroad	8,902	231,760	23,025	252,819	856	278,723	214,378	625,453	13,207,500	3,930
By River	438	25,346	.....	1,783	.....	15,036	8,839	30,556	5,300	29
Total by Rail and River	9,340	257,106	23,025	254,602	856	293,759	223,217	656,009	13,212,800	3,959

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	PORK PRODUCT.			POTATOES.		RYE.		Rice, pkgs.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pkgs.	Bush.	Sacks.	Bush.	
Chicago & Alton R.R., Mo. Div	993	.....	368,700	243,400	.....	400	.....	.....	30
Missouri Pacific "	1,692	.....	148,330	2,034,340	4,994	5,730	.....	1,176	5,799
St. Louis & San Francisco R.R.	.....	.....	228,800	96,100	36,449	1,200	.....	1,200	3,984
Wabash R. R. (West.)	3,169	.....	288,300	.....	41,073	1,520	.....	.....	5,248
St. Louis, Kansas City & Colorado R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	555	1	375,000	712,300	35,211	13,150	.....	.....	129
St. Louis Southwestern R. R.	12	54	565,640	3,225,700	48,461	39,357	12	.....	1,136
St. Louis & Iron Mountain R. R.	355	1,180	1,499,370	47,119,550	72,068	53,690	1,392	4,200	1,466
Illinois Central R. R.	1,773	1,911	1,060,600	20,720,900	4,412	76,242	.....	4,180	4,928
Louisville & Nashville R.R.	265	3,862	952,900	13,492,050	3,865	113,195	.....	18,619	583
Mobile & Ohio "	.....	2,311	1,316,600	46,309,900	3,392	40,188	.....	700	4,329
L., E. & St. Louis R. R.	224	9	335,300	8,674,260	1,861	3,920	.....	115,084	991
Balt. & Ohio S. W. Railroad	3,069	100	3,093,200	1,684,500	4,592	6,250	.....	9,332	2,284
Chicago & Alton "	143	437	5,668,500	1,112,000	39,152	23,690	.....	700	2,950
C., C., C. & St. L. "	992	111	3,061,300	1,318,900	32,126	27,260	.....	7,160	302
Vandalia	408	.....	4,411,700	645,900	8,853	171,450	.....	500	2,126
Wabash R. R. (East.)	391	2,205	12,236,300	6,898,900	73,118	39,800	.....	700	20,862
Toledo, St. Louis & Kan. City R.R.	.....	9	5,422,500	13,670,800	50.778	11,470	.....	79,096	.....
Chicago, Peoria & St. Louis R. R.	4,305	.....	300	146,900	3,604	1,300	.....	.....	401
Chicago, Burl. & Quincy R.R.	14,109	.....	200	300,000	4,154	8,950	.....	700	1,955
St. Louis, Keokuk & Northwestern R.R.	1,661	.....	25,000	211,400	5,135	.....	.....	.....	2,620
St. Louis, Chicago & St. Paul R. R.	95	6	3,300	73,800	1,162	400	.....	.....	107
St. Louis & Eastern R. R.	.....	.....	7,500	2,100	.....	.....	.....	.....	24
St. Louis, Belleville & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Railroad	34,651	12,196	40,439,240	168,698,700	474,455	639,152	1,404	243,297	62,254
By River	125	5,296	316,990	2,713,770	9,650	.....	477	.....	2,362
Total by Rail and River	34,776	17,492	40,756,230	171,407,470	484,105	639,152	1,881	243,297	64,616

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SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1896—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manufac'd lbs.	WHEAT.		Whisky & High-wines, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter, slabs.
		Sacks.	Bushels.				
Chicago & Alton R. R., Mo. Div.	520,600	....	500	1,954	12,000	104,600	.....
Missouri Pacific "	7,131,700	....	700	10,080	16,500	2,362,000	.....
St. Louis & San Francisco R. R.	3,649,000	....	21,050	17,203	20,800	2,663,400	.....
Wabash R. R. (West.)	9,854,800	....	3,550	19,847	87,600	3,766,600	.....
St. L., K. C. & Col. R. R.	..,.....	...	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	2,509,300	6,536	69,370	5,242	13,300	351,200	.....
St. Louis Southwestern R. R.	2,131,700	150	15,583	8,508	.....	396,800	.....
St. Louis, Iron Mountain & Southern R. R.	3,282,500	1,120	333,934	8,292	.....	1,378,600	400
Illinois Central R. R.	1,436,500	....	993,566	5,879	141,100	1,209,400	.....
Louisville & Nashville R. R.	836,200	2,580	686,947	1,632	1,214,600	1,508,900	.....
Mobile & Ohio "	668,700	20	701,389	4,335	300	342,500	.....
L., E. & St. L. R. R.	997,400	....	375,935	471	4,501,094	527,700	52,571
Balt. & Ohio S. W. "	5,847,300	2,400	347,491	176	222,175	352,800	54,290
Chicago & Alton "	2,298,300	1,740	53,990	9	1,282,950	6,201,000	429,911
C., C., C. & St. L. "	3,810,700	....	472,460	276	2,331,060	2,266,500	29,877
Vandalia	7,639,600	530	47,573	646	145,800	1,177,200	249,417
Wabash R. R. (East)	2,926,800	250	162,738	375	1,079,000	777,400	97,856
Toledo, St. Louis & Kan. City R. R.	143,600	2,087	229,275	.....	2,837,600	124,900	87,758
Chicago, Peoria & St. Louis R. R.	1,370,200	140	60,140	223	1,595,400	3,363,800	111,483
Chicago, Burlington & Quincy R. R.	325,800	....	179,500	3,094	59,200	532,400	.....
St. Louis, Keokuk & Northwestern R. R.	5,456,200	....	4,270	15,640	327,100	5,117,700	.....
St. Louis, Chicago & St. Paul R. R.	414,900	....	99,606	181	50,500	84,000	.....
St. Louis & Eastern R. R.	11,100	....	.....	87	.....	.....	.....
St. Louis, Belleville & Southern R. R.	.....	....	.....	.....	.....	.....	.....
Total by Railroad	63,262,900	17,553	4,859,837	104,100	15,938,097	35,109,400	1,104,563
By River	851,600	8,304	1,732,563	3,076	1,500	5,150,200	.....
Total by Rail and River	64,114,500	25,857	6,592,400	107,176	15,939,579	40,259,600	1,104,563

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DIED 1896.

Bayles, Samuel M.,	July 1.
Burnes, Martin D.,	August 17.
Buschman, C. L.,	May 17.
Carter, Frank,	April 22.
Castleman, George A.,	October 12.
Chappell, E. F.,	May 20.
Cummiskey, W. H.,	March 29.
Dwyer, John,	January 30.
Elbrecht, G. H.,	January 12.
Ewald, Jacob C.,	October 31.
Frank, L.,	April 3.
Garrels, William,	April 4.
Gilbert, W. J.,	July 27.
Gilkeson, John M.,	October 22.
Green, Thomas,	August 12.
Hahn, W. A.,	May 18.
Harner, R. M.,	October 26.
Hynes, George A.,	September 29.
Johnson, George W.,	October 3.
King, D. H.,	September 15.
Kirby, E. B.,	December 27.
Leonhardt, E. W.,	April 11.
Manion, P. P.,	July 22.
Miller, H. P.,	December 31.
Mueller, August C.,	July 12.
Pocock, Henry J.,	July 11.
Purcell, John,	February 23.
Rashky, Julius,	October 4.
Rogers, M. A.,	———
Schneithorst, Henry, F.,	December 16.
Schopp, John,	July 30.
Sheridan, J. G.,	September 16.
Slattery, D. P.,	April 20.
Stobie, William,	May 19.
Sullivan, John,	April 29.
Tansey, B. M.,	December 8.
Tiemeyer, John C.,	August 8.
Ullrich, Harry C.,	December 12.
Watson, John T.,	March 15.
Weigel, Eugene F.,	October 23.
Winn, John D.,	August 7.
Wyman, S. M.,	February 25.

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MEMBERS

—OF THE—

Merchants' Exchange of St. Louis.

JANUARY 11th, 1897.

NUMBER OF MEMBERS, 2,395.

☞Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abeles, J. D		Terminal Hotel	Union Station.
Abeles, Robt.	Abeles & Taussig	Lumber	Rialto Building.
Abbott, Augustus L	R. G. Dun & Co.,	Mercantile Agency	314 Pine st.
Able, Sam. T	R. G. Dun & Co.,	Mercantile Agency	Cham. of Com.
Abraham, W. D	Abraham & Gerdes,	Feed	E. St. Louis, Ill.
Ackerson, J. O	Pittsburg Plate Glass Co.	Storekeeper	Crystal City, Mo.
Adams, C. M	Waters Pierce Oil Co.,	Sec'y and Treas	Odd Fellows' Bldg.
Adams, R. M			207 Chamber of Commerce.
Adams, Claiborne	R. M. Adams,	Brokers	207 Chamber of Commerce.
Adams, W. H	Chas. A. Sweet & Co.,	Butter, Cheese, etc.	401 N. Second st.
Adler, Ben	Adler, Goldman & Co.,	Cotton	195 Gravier st., N. O.
Adler, Joseph		Broker	Fort Smith, Ark.
Aglar, James F	Union Pacific Ry.,	Railroad Agent	211 N. Fourth st.
Ahrens, Aug		Real Estate Agent	325 Market st.
Akin, Thomas		Commission	203 Cham. of Com.
Albers, C. H	C. H. Albers & Co.,	Commission	400 Cham. of Com.
Albrecht, Victor		Burlaper	200 N. Commercial.
Albrecht, H. S	Schoellborn-Albrecht	Machine Company	610 N. Levee.
Alden, John T	Alden Vinegar Co.,		1000 N. Main st.
Allaway, Jas. W	Armour Packing Co.,		2030 Clark ave.
Allen, Geo. L	Fulton Iron Works,		Second and Carr sts.
Allen, George W	Mo. & Ill. Coal Co.,		Rialto Building.
Allen, Edmund T	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H	Allen-West Com. Co.,		104 S. Main st.
Allen, Chas. Claflin		Lawyer	Security Building.
Allen, J. Oran	Messmore, Gannett & Co.,		509 Cham. of Commerce.
Allen, H. W	Allen-West Com. Co.,		104 S. Main st.
Alexander, Chas. H	Kehlor Bros.		Chamber of Commerce.
Allison, James W			217 N. Third st.
Alt, Henry			3029 Shenandoah.
Althaus, W. E	Western Brass Mfg. Co.,	Secretary	615 Walnut st.
Altheimer, Gustave	Gus. Altheimer Co.,	Broker	3211 Pine st.
Altheimer, Benj	Altheimer & Rawlings,	Bonds and Stocks	205 N. Fourth st.
Ambs, Joseph B			3228 Caroline st.
Ames, Henry			St. Louis Club.
Ames, Wm. P			1817 Leffingwell ave.
Ande, Geo		Pork Packer	2869 S. Jefferson ave.

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Name.	Firm.	Business.	Location.
Anderson, W. B	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, W. T	Farmers Elevator Co.,	President	417 Cham. of Commerce.
Anderson, J. F	Georgia Railway,	G. W. Agent	Fourth and Chestnut.
Anderson, Lorenzo E	Anderson &	Wade Real Est. Co	Columbia Bldg.
Andrews, Wm. O	Andrews & Robinson,		2111 Washington ave.
Annan, R. P	Annan, Burg & Smith,	Commission	325 Chestnut st.
Anthony, Henry	Anthony & Kuhn	Brewing Co.	Victor and Tenth.
Arbuckle, James, Sr	Arbuckle & Co.,	Brokers	311 Pine st.
Archer, W. B			2820 Washington ave.
Arens, Henry C		Commission	304 N. Commercial st.
Arnold, C. H	Jno. Wahl & Co.,	Commission	2 S. Main st.
Arnold, Henry	Jno. G. Haas Soap Co.,	Soap	802 Wash st.
Arp, Eggert	Eggert Arp & Co.,		2520 Bismarck st.
Atkinson, Robt	Robt. Atkinson & Co.,	Commission	27 S. Second st.
Aufderheide, A. G	F. W. Aufderheide,	Commission	22 S. Commercial st.
Aufderheide, F. W			22 S. Commercial st.
Aufderheide, Walter	F. W. Aufderheide,	Commission	22 S. Commercial st.
Augst, G. A. W	Fourth National Bank,	Cashier	Rialto Building.
Avery, J. W		Fire Insurance	223 Chestnut st.
Avery, E. H	Waters Pierce Oil Co.,		Odd Fellows' Building.
Axtell, W. C	Union Storage Co.,	Manager	Foot of Florida st.
Backer, Henry			1808 S. Fourteenth st.
Backer, Mathias			1413 S. Tenth st.
Backer, George H	Regina Flour Mills,		601 S. Main st.
Bacon, Williamson	Tyler Estate,	President	406 Market st.
Baer, Bernard	Bernard Baer & Co.,	Produce and Provisions	114 Elm st.
Baer, Herman	B. Baer & Co.,	Wholesale Grocers	Ft. Smith, Ark.
Bailey, David		Real Estate	2628 Gamble st.
Bailey, Charles H		Real Estate	304 N. Seventh st.
Bain, Walter			
Baird, W. J			St. Charles, Mo.
Baker, George A	Continental Nat'l Bk.,	President	Fourth and Olive.
Baker, Holland W		Civil Engineer	3101 Washington ave.
Baker, Jno. F			4360 St. Louis ave.
Baker, I. G			411 Olive st.
Baker, E	Patton, Bell & Co.,	Cotton	Cotton Exchange.
Baker, Walter H	National Lead Co.,		Tenth and Clark ave.
Baker, J. E	Baker Bros.,	Insurance	421 Olive st.
Baker, Jesse T	St. Louis Com. Co.,		124 N. Main st.
Baker, Geo	St. Louis Milling Co.,		Carlinville, Ill.
Baker, Wm. J	Modern Miller,		Second and Olive sts.
Baker, Wilson	Seligman Mercantile Co.,		Seligman, Mo.
Ball, Philip De C		Ice Machines	912 N. Main st.
Ballantine, John	Coey & Co.,	Pork Packers	Keokuk, Io.
Ballard, T. R	Ballard, Messmore & Braun,	Commission	Republic Building.
Ballard, J. O., Jr	Ballard, M. & Braun,	Commission	Republic Building.
Bang, Adolphus	Teichman Com. Co.,	Vice-President	Republic Building.
Bannerman, Jas	Meyer, Bannerman & Co.,	Saddlery	614 N. Sixth st.
Barada, F. X	Barada-Ghio Real Estate Co.,		915 Chestnut st.
Bardenheier, John		Liquors	212 Market st.
Barklage, Louis	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Barnard, Geo. D	Geo. D. Barnard & Co.,	Stationers	Vandeventer & Laclede.
Barnes, E. H			3526 Lindell ave.
Barnes, B. S			203 Chamber of Commerce.
Barnes, Chas. W	Index Realty & Ins. Co.,		Wainwright Building.
Barney, Chas. E	Scruggs, Vandervoort &	Barney D. G. Co	Broadway & Locust.
Barnhart, Wm. R	Barnhart Mer. Co.,	Fancy Groceries	826 N. Third st.
Barnhart, Cary L	Barnhart Mer. Co.,	Fancy Grocers	826 N. Third st.
Barnidge, Aug. J	with Chas. E. Prunty,	Clerk	1 S. Main st.
Barnidge, Frank J	Chas. E. Prunty,	Seeds	1 S. Main st.
Barret, Arthur B	Barret-Moore Com. Co.,		122 N. Commercial st.

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Name.	Firm.	Business.	Location.
Barrett, John F	Jno. F. Barrett & Co.,	Grain	6 Sherman st., Chicago.
Barrows, John C	Barrows & Karst,	Insurance	Security Building.
Barry, Thos. J	Essmueller & Barry,	Mill Builders	21st and Walnut.
Barstow, Chas. W		Paints and Oils	617 N. Second st.
Barthels, Aug	St. L. Syrup Refining Co.,		317 N. Second st.
Bartlett, Jas. A	Bartlett & Miller,	Insurance	104 N. Third st.
Bartley, W. T., Jr	St. Louis Ice Mfg. &	Storage Co	713 S. Main st.
Barutio, B., Jr	Steffen & Barutio,	Commission	6 N. Main st.
Bascom, Jos. D	Broderick & Bascom	Rope Co	704 N. Main st.
Bascome, Western	West'n Bascome & Co.,	Insurance Agent	220 Pine st.
Basye, Chas. P	Basye & Robinson,	Commission	116 N. Main st.
Battaile, L. A	American Ex. Bank,	Cashier	Third and Pine.
Bauer, A. H	Bauer Bros.,	Brokers	205 N. Third st.
Baulch, John J	Wiggins Ferry Co..		Security Building.
Bauman, M	L. Bauman Jewelry Co.,		316 N. Eighth st.
Bauman, D	Picher Lead Co.,		Farmington, Mo.
Baur, Herman	Baur & Regal,	Flour	833 N. Third st.
Bayha, George		Sausage Maker	Thirtieth & LaSalle.
Bayrd, E. A	Matthew Addy & Co.,	Iron Commission	Bank Com. Bldg.
Beardsley, C. F	Picker & Beardsley,	Commission	214 N. Main st.
Beck, Geo. J		Teamster	1814 Geyer ave.
Beck, Henry W		Feed and Seed Store	20th and Pine.
Beck, J. W	H. W. Beck & Sons,	Feed	5703 Manchester rd.
Beck, Harry G	H. W. Beck,	Grain	2001 Pine st.
Becker, Edward C			3112 Cass ave.
Becker, Aug. H		Fresco Painter	4216 Page ave.
Becker, Conrad		Miller	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.,	Soap	802 Wash st.
Becker, Jno., Jr		Grocer	1272 S. Broadway.
Beckmann, Edward	Edw. Beckmann	Commission Co	121 Market st.
Beckmann, Geo. H		Teamster	Eighth and Clark ave.
Beckmann, W. E	Bakers' and	Confectioners' Supplies	13 S. Main st.
Beer, H. M		Broker	Security Building.
Beimes, Frederick H	Alkire Grocer Co.,	Wholesale Grocers	423 S. 7th st.
Beinke, August		Architect	Wainwright Building.
Bell, T. P	T. P. Bell & Bro.,	Real Estate	925 Chestnut st.
Bell, Nich. M	Peper Tobacco	Warehouse Co	1112 Market st.
Bell, James G	J. G. Bell & Co.,	Commission	304 N. Commercial st.
Bell, James W	St. L. Safe Deposit Co. &	Saving Bank	513 Locust st.
Belt, Geo. W		Steamboat Clerk	105 N. Eighth st.
Belz, J. H	J. H. Belz & Co.,	Pork Dealers	3601 S. Broadway.
Bemis, Stephen A	Bemis Bros. Bag Co.,	Bags	601 S. Fourth st.
Bemis, Judson S	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bendick, John H		Grocer	6939 Scanlan ave.
Benedict, Aug. W	Sam'l Cupples	Woodenware Co	Seventh & Spruce.
Bennett, Thomas	Thos. Bennett & Co.,	Com	66 Bd. of Tr. Bldg, Chicago.
Bensiek, John C		Livery	1138 N. Sixth st.
Berg, Nicholas	Nicholas Berg & Son,	Insurance	404 Market st.
Bergesch, C. W	Commercial Bank,	Cashier	Fourth and Pine sts.
Bergin, John P	Konta Brokerage Co.,		311 Pine st.
Bergmann, Conrad	C. Bergmann Feed Co.,	Feed	2713 Chouteau ave.
Bergmann, B. C	C. Bergmann Feed Co.,	Feed	2713 Chouteau ave.
Bergmann, Robt. J	C. Bergmann Feed Co.,		2713 Chouteau ave.
Bernet, Christian	Bernet & Craft,	Flour	8 S. Main st.
Bernet, Peter			8 S. Main st.
Bernheimer, Marcus	Meramec	Highlands Co	208 N. Fourth st.
Berry, Albert L	Berry-Horn Coal Co.,		Union Trust Building.
Bersch, Edmund	Bersch Ins. Agency,	Insurance	311 Olive st.
Bersch, Wm	Bersch Ins. Agency,	Insurance	311 Olive st.
Berthold, John S	Berthold & Jennings,	Lumber	Fourth and Chestnut sts.
Berthold, A	Barada-Ghio R. E. Co.,		915 Chestnut st.
Bethune, James H	Bethune Crane Const.	Co.,	314 N. Sixth st.
Betts, R. A	R. H. Betts & Co.,	Real Estate	1103 Pine st.
Bevis, Alfred	Mound City Distilling Co.,	Distillers	2116 S. Second st.
Biebinger, Wm			Rialto Building.

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Name.	Firm.	Business.	Location.
Biebinger, F. W.	Fourth Nat'l Bank,	President	Rialto Building.
Biedenstein, Henry		Grocery	1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc	27 Ferry st.
Biekert, John M	J. M. Biekert & Co.,	Commission	207 N. Main st.
Bienenstok, Hermann	S. Bienenstok & Co.,	Wool	Main and Pine sts.
Bienenstok, Sigfried	S. Bienenstok & Co.,	Wool	Main and Pine sts.
Bieser, Fred			1545 N. Seventh st.
Biggers, S. L	Simmons Hardware Co.,		Ninth and Spruce st.
Bilbro, H. B	Cresc. Grain & Elev. Co.,	Grain	208 Cham of Com.
Billon, Guy P	Gaylord, Blessing & Co.,		307 Olive st.
Birch, W. F			Levee and Madison sts.
Birch, James T			3039 Washington ave.
Bird, John	Vicksburg Anchor Line	Agent	Foot of Chestnut st.
Bischoff, Gustav	St. L. D. Beef and	Provision Co	3919 Papin st.
Bittner, Jacob, Jr			3400 Chestnut st.
Bixby, W. K	Mo. Car & Foundry Co.,		509 Chestnut st.
Blackmer, Lucian R	Blackmer & Post,	Sewer Pipe	Sixth and Locust sts.
Blackwelder, Geo. H	Blackwelder-	Halbrook Realty Co	107 N. 7th st.
Blakely, John W	Blakely-Sanders	Mann Co , Live Stock	Un. St'k. Yds.
Blakely, Walter J	St. Louis Sanitary Co.,		411 Olive st.
Blanfuss, Wm			2844 Henrietta st.
Blanke, Detlef J		Insurance Agent	415 Locust st.
Blatchley, M. E		Grain	Whitehall, Ill.
Blattner, Fred, Jr			Wellsville, Mo.
Blattner, W. E			Mexico, Mo.
Bleckman, E. A		Feed	2421 N. Broadway.
Blessing, John H	Gaylord, Blessing & Co.,	Broker	307 Olive st.
Block, David	Block, Dean & Co.,	Commission	417 Chamber of Com.
Block, David, Jr	Smithers & Block,	Feed	3015 Olive st.
Block, Louis	Louis Block P. Co.,		1016 N. Third st.
Blossom, C. D			829 Union ave.
Blossom, H. M	H. M. Blossom & Co.,	Insurance	217 N. Third st.
Blossom, H. A	H. M. Blossom & Co.,	Insurance	217 N. Third st.
Blow, C. W	Crown Linseed Oil Co.,		Sixteenth and Clark ave.
Blumeyer, Conrad		Grocer	Tenth and Madison sts.
Bobring, J. H		Grocer	Bobring P. O., Mo.
Bode, Henry J	Bode & Litzau,	Feed	531 Manchester rd.
Boeck, Walter A	Adam Boeck & Co.,	Real Estate	622 Chestnut st.
Boesewetter, Richard	Chas. G. Stifel's	Brewing Co	1901 N. Fourteenth st.
Boepple, John		Sausage Mauf	615 S. Second st.
Bofinger, John			115 N. Third st.
Bogard, John J		Insurance	3632 S. Broadway.
Bohle, Louis C	Louis C. Bohle Livery Co.,		1122 Chestnut st.
Bohnenkamp, John	Hoffman Hdg. &	Stave Co.	1217 Warren st.
Boisselier, Chas. L		Farmer	Bonhomme, Mo.
Boisselier, R. W		Accountant	515 Pine st.
Boland, J. L	J. L. Boland Book and	Stationery Co	610 Washington ave.
Bollin, A	A. Bollin & Co.,	Insurance	1533 S. Broadway.
Bollman, O. H	Bollman Bros. Co.,		1100 Olive st.
Bolz, John T		Staves and Hdg	1509 Bremen ave.
Bonner, B. R	B. R. Bonner Ice Co.,	Ice and Coal	511 N. Twelfth st.
Bonsack, F. C		Architect	Union Trust Building.
Booth, Wm	Wm. Booth & Co.,	Real Estate	618 Chestnut st.
Booth, Thos	J. W. Booth & Sons,	Commission Co	Rialto Building.
Booth, T. W	J. W. Booth & Sons,		Rialto Building.
Boschert, Roman			3711 Cass ave.
Bostick, R. H	Jas. M. Houston Grocer Co.,		800 Spruce st.
Bostick, J. E	Lehigh & Wabash Despatch,		Fourth and Chestnut.
Boswell, M. F. S		Broker	510 S. Seventh st.
Boswell, Geo. W		Broker	510 S. Seventh st.
Boughton, F. W	N. Y. Life Ins. Co.,	Agent	DeMenil Building.
Bowles, M. A		Provision Broker	307½ Pine st.
Bowman, Theo. G	Carter & Bowman,		112 N. Fourth st.
Bowman, Chas. G	St. L. Stamping Co.,		Second and Cass ave.
Boyd, W. G	D. R. Francis & Bro.,	Commission Co	Laclede Building.

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Name.	Firm.	Business.	Location.
Boyd, Trustin B	T. B. Boyd & Co.,	Men's Furnishers	514 Olive st.
Boyd, F. J	International Metal Co.,		Security Bulding.
Boyle, Wilbur F	Boyle, Priest & Lehman,	Attorneys	Laclede Building.
Bradley, G. Douglas			209 Chamber of Commerce.
Bradshaw, Thos. J	Ryan Com. Co.,	Grain	222 N. Fourth st.
Brady, Hugh J	Brady & McGroarty,	Grain	Ninth and Cass ave.
Brady, P. A			4020 Westminster Place.
Brandon, Geo. B	Carter & Bowman,	Commission	114 N. Fourth st.
Braun, Geo. H	Braun-Lang Com. Co.,		Gay Building.
Braun, Jos. L	Ballard, Messmore &	Braun Com. Co	Republic Bldg.
Bray, Wm	Wm. Bray & Co.,	Commission	226 Market st.
Brecht, G. A. V	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Brendecke, H. C	Chouteau Ave.	Brew. Co., Br'w's	2100 Chouteau ave.
Brennan, D. B		Real Estate	816 Chestnut st.
Brentano, H		Stock Broker	Security Buildng.
Brewer, Wm			839 S. Seventh st.
Brickey, S. H	W. C. Wilkinson & Co.,	Commission	Main and Pine sts.
Brinckwirth, Louis	Brinckwirth-Nolker	Brewing Co	1714 Cass ave.
Brinckmeyer, E. H	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinckmeyer, Otto	Brinckmeyer-Meyer	Hay and Grain Co.	1109 N. Broadway.
Brinson, H. L	Brinson-Judd Grain Co.,		415 Chamber of Commerce.
Brinson, L. B	Briuson-Judd Grain Co.,		415 Chamber of Commerce.
Briody, James			208 N. Main st.
Brislin, D. A	Brislin & Sheble Mfg. Co.,		907 Lucas ave.
Broadhead, James O		Lawyer	14 N. Fourth st.
Broadhead, Chas. S	Broadhead & Hezel.	Attorney	14 N. Fourth st.
Brockman, Fred	Fuchs & Brockman,	Feed	902 Clark ave.
Brockman, F. W.	Brockman & Trauernicht,	Provs. and Com	805 N. Third st.
Brockman, Arthur P.	Brockman Com. Co.,		Rialto Building.
Brockmeier, F. C.	Engelke & Feiner,		806 S. Broadway.
Brockmeier, J. C	Brockmeier & Seiving,	Commission	118 S. Main st.
Brockmeyer, H. G		Assessor's Office	Court House.
Broderick, John J	Broderick-Bascom	Rope Co	704 N. Main st.
Brodhack, Joseph H		Toys, Candies, etc.	2232 S. Broadway.
Broeder, Henry		Produce and Com	928 N. Third st.
Broeg, Louis	J. W. Booth & Sons,	Commission Co	Rialto Building.
Bronaugh, Perry S		Brick and Tile	Virden, Ill.
Bronson, E. P	Cumberland Mills,		Nashville, Tenn.
Brookings, Robt. S	Sam'l Cupples Wooden	& Wil'ware Co.	Seventh and Spruce.
Brookes, John F			3438 Lake ave., Chicago, Ill.
Brooks, Charles		Fireman	22nd and N. Market sts.
Brown, F. J		Grain and Prov	207 N. Fourth st.
Brown G. W	The Brown Shoe Co.,		Eleventh and Washington ave.
Brown, James N	American Cent. Ins. Co.,		Broadway and Locust sts.
Brown, Daniel S	Pioneer Steam Keg Wks.,		2212 DeKalb st.
Brown, Benj	Brown-Clark Paper Co.,		816 N. Third st.
Brown, Edmund M	F. Smith & Son	Grocer Co	806 Spruce st.
Brown, Joseph		City Auditor	City Hall.
Browne, Harry M	Carter & Bowman,	Commission	114 N. Fourth st.
Bruck, Henry		Produce	1709 S. Second st.
Bruenemann, Ernst		Flour and Feed	3753 S. Jefferson ave.
Bruening, Rudolph	with Brinckwirth-	Nolker Brewing Co	1714 Cass ave.
Brundage, S. P	Hall Fruit Co.,	Produce	910 N. Fourth st.
Bruner, John A	C. L. Crane & Co.,	Insurance	225 Chestnut st.
Bryden, Alex. A	Randolph Coke and	Coal Co	Sixth and Locust sts.
Buchanan, E. C			
Buck, Thos. E		Physician	2610 S. Jefferson ave.
Buck, M. M	M. M. Buck & Co.,	Railway Supplies	212 N. Third st.
Buckland, Jos. A	Jos. A. Buckland & Co.,	Commission	103 S. Third st.
Buehler, Henry, Jr	Buehler-Phelen Paint	Mfg. Co	Twelfth and Locust sts.
Bull, Wm	Bull & Garesche,	Fire Insurance	100 N. Third st.
Bull, John C	with Carroll & Powell,	Insurance Agent	115 N. Third st.
Bullen, C. W	National Bank Republic,	President	214 N. Fourth st.
Bulte, Aug. J	Meyer & Bulte,	Flour	Laclede Building.
Bulte, Wm. J	Wm. J. Bulte & Co.,	Flour and Commission	17 S. Main st.

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Name.	Firm.	Business.	Location.
Bulte, Henry J.	W. J. Bulte & Co.,	Flour	17 S. Main st.
Bunton, C. M.	Nanson Commission Co.,		202 Chamber of Commerce.
Burback, W. E.	J. B. M. Kehlor & Co.,	Commission	410 Cham. of Commerce.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.,	Freight Agent	Main and Walnut sts.
Burg, Henry	Annan, Burg & Smith,	Flour Commission	325 Chestnut st.
Burg, William		Iron and Steel	102 N. Fourth st.
Burg, Philip		Grocer	1210 S. Breadway.
Burnet, Halsted	Beatte Mfg. Co.,		2202 Pine st.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission	Rialto Building.
Burton, J. A	J. A. Burton & Co.,		310 Chamber of Commerce.
Busch, Adolphus	Anheuser-Busch Brew. Assn.		Ninth and Pestalozzi.
Busch, A., Jr.	Anheuser-Busch Brew. Co.,	Brewers Supplies	Ninth & Pestalozzi.
Busch, E. A.	E. A. Busch & Co.,	Brewers' Supplies	108 S. Main st.
Buschman, C. L.	Deceased.		
Buschman, E. L.	Standard Elevator Co.,		Gay Building.
Buschman, A. H.	Buschman Grain Co.,	President	Gay Building.
Buschman, F.		Flour and Feed	2141 Adams st.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds	109 N. Second st.
Butler, W. C.		Insurance	415 Locust st.
Butler, L. L		Real Estate	204 N. Third st.
Butler, Edward	Ed. Butler & Son,	Horseshoer	15 S. Tenth st.
Butler, Edw. G		Student	3540 Pine st.
Butler, John R.	James Campbell,	Broker	218 N. Fourth st.
Bycroft, Henry F.	H. F. Bycroft & Co.,		Gillespie, Ill.
Byrd, George H	Senter & Co.,	Commission	25 S. Third st.
Byrne, Daniel P.	Redmond Cleary Com. Co.,		318 Chamber of Commerce.
Byrne, Frank T.	National Dispatch,	Agent	Laclede Building.
Cabell, Ashley		Attorney-at-Law	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G	L. A. Coquard,	Broker	124 N. Third st.
Cain, P. R.	Stern, Laner, Shohl & Co.,	Clothiers	701 Washington ave.
Calvert, Belvin	with Loader Hat Co.,		3959 Cook ave.
Campbell, Given	Campbell & Ryan,	Lawyer	421 Olive st.
Campbell, James		Bonds and Stock	Rialto Building.
Campbell, W. H.	Nelson, Morris & Co.,	Pork Packers	National Stock Yards.
Cantwell, Harry J	Central Lead Co.,		510 Pine st.
Capen, Sam. D.	Geo. D. Capen & Co.,	Insurance	107 N. Third st.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance	107 N. Third st.
Carl, Philip	Lone Star Brewing Co.,		San Antonio, Tex.
Carlisle, David		Feed and Grain	114 Chestnut st.
Carlisle, David, Jr.			114 Chestnut st.
Carmichael, G. W.	J. E. Clark & Co.,	Cider	2000 Pine st.
Carnegy, B. K.			808 N. Cardinal ave.
Carpenter, W. M.	Bryant & Stratton Com.	Col. (Pres.)	420 Market st.
Carpenter, Geo. O., Jr.	National Lead Co.,	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.,	Real Estate Agents	108 N. Eighth st.
Carpenter, Jas. M., Jr.	J. M. Carpenter & Co.,	Real Estate	108 N. Eighth st.
Carr, Paschall	Mo. Safe Deposit Co.,		Sixth and Locust sts.
Carr, Peyton T.	Citizens' Insurance Co.,		Rialto Building.
Carreras, Ev. E.		Printer and Binder	3d & St. Charles.
Carroll, C. C	Carroll & Powell,	Insurance Agents	115 N. Third st.
Carroll, John F.	Jones, Edwards & Co.,	Liquors	525 N. Second st.
Carroll, James F.		Grain	Greenville, Ill.
Carroll, Chas. E.		Fire Loss Adjuster	415 Locust st.
Carruthers, T. B.	T. B. Carruthers Com. Co.		100 N. Fourth st.
Carruthers, Geo. F.	Belt Warehouse,		East St. Louis.
Carruthers, W. W.			Union Trust Building.
Carson, Chas. C.	Gutgesell & Carson,	Brokers	312 N. Second st.

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Name.	Firm.	Business.	Location.
Cartan, L. V.	L. V. Cartan & Co.,	Real Estate	1006 Chestnut st.
Carter, T W	Carter & Bowman,	Commission	112 N. Fourth st.
Case, Frank C		Insurance	117 N. Third st.
Case, J. B	Lincoln Trust Co.,		712 Chestnut st.
Case, E. S	C. H. Albers & Co.,	Commission	400 Cham. of Com.
Case, David W		Architect	206 N. Seventh st.
Casey, William	Deceased.		
Cassidy, Abner C	Cassidy Bros. & Co.,	Live Stock Com.	Nat. Yds., E. St.L., Ill.
Castleman, Geo. A	Deceased.		
Catlin, E. F	Brinson-Judd Grain Co.,		414 Chamber of Commerce.
Cave, Elmore	Standard Elevator Co.,		Gay Building.
Cavender, John H.	Cavender & Thompson,	Real Estate	706 Pine st.
Chadbourne, G. W			Security Building.
Chaffraix, D. A		Capitalist	St. Charles ave., N. O.
Chamberlain, F. B.	F. B. Chamberlain	Com. Co	300 N. Main st.
Chamberlain, Will F		Seed Inspector	300 N. Main st.
Chamberlain, F. B., Jr.	F. B. Chamberlain	Com. Co	300 N. Main st.
Chamberlin, E. C.	E. C. Chamberlin & Co.,	Commission	515 Cham. of Com.
Chamberlin, G. E.	E. C. Chamberlin & Co.,	Commission	515 Cham. of Com.
Chambers, Jas. H.	Jas. H. Chambers & Co.,	Publishers	2940 Locust st.
Chambers, Joseph L			12 N. Eighth st.
Chambers, R. S	Bradstreet Co.,	Superintendent	Security Building.
Chandler, DeLacy	Miss. Valley Trust Co.		Fourth and Pine sts.
Chandler, Whately L.	New England Mut.	Accident Assn	24 N. Third st.
Chandler, H. W	Chandler Mfg. Co.		2842 Olive st.
Chandler, Kelly R			22 N. Second st.
Chapman, E. H	E. H. Chapman & Co.,	City Weighers	8 S. Main st.
Chase, James E		Liquors	410 Locust st.
Cheatnut, Matthew T			Equitable Building.
Chisholm, J. A. H	J. W. Booth & Sons,	Commission Co	Rialto Building.
Chouteau, J. Gilman			508 Chamber of Commerce.
Chouteau, Pierre		Engineer	Security Building.
Church, Alonzo C	Wiggins Ferry Co.		Security Building.
Churchill, James O		Insurance	415 Locust st.
Clark, Warren L	Clark & Stuyvesant,	Grocer Co	305 N. Second st.
Clark, Charles			Laclede Building.
Clark, Benj. W	Clark & Stuyvesant	Grocer Co	305 N. Second st.
Clark, James E	J. E. Clark & Co.,	Cider & Vinegar Mfrs.	20th & Pine sts.
Clark, Hinman H	Waters Pierce Oil Co.		Odd Fellows' Building.
Clark, C. W	Tully & Clark,	Architect & Engn'r.	B'dway & Locust
Clark, Charles C	Clark & Stuyvesant	Grocer Co	305 N. Second st.
Clark, J. A	Clark Bros.,	Feed	East St. Louis, Ill.
Clarkson, Chas. S	Clarkson Bond &	Stock Co	321 Olive st.
Cleary, Redmond	R. Cleary Com. Co.,	Commission	318 Cham. of Com.
Cleary, Michael			110 N. Twelfth st.
Cleary, T. F	R. Cleary Com. Co.,		318 Chamber of Commerce.
Clemens, F. W		Grocer	3353 Gravois ave.
Cleveland, Henry			El Dorado Springs, Mo.
Cleveland, Henry D		Dep. Col. Int. Rev	Custom House.
Clifford, Alfred	Con. Steel & Wire Co.		1935 Papin st.
Clifton, Daniel W	Nanson Com. Co.		202 Chamber of Commerce.
Cline, Frederick A		Justice of Peace	717 Manchester ave.
Cluley, J. F	Con. Coal Co.,	Agent	Laclede Building.
Cobb, Seth W	S. W. Cobb & Co.,	Commission	317 Cham. of Com.
Cobb, C. W. S	Glencoe Lime & Cement Co.		Odd Fellows' Building.
Cochran, James	F. Whittaker & Sons,	Bookkeeper	Seventh and Carr sts.
Cochran, Fred. G.	F. G. Cochran & Co.,	Grain and Provision	205 N. Third st.
Cochran, Geo. J			4369 W. Belle pl.
Cockrell, C. W			Omaha, Neb.
Cockrell, J. H			203 Chamber of Commerce.
Cockrell, Elias		Grain	Jerseyville, Ill.
Cockrell, W. A.	Schreiner-Flack Com. Co.,	Commission	108 N. Fourth st.
Cohn, J. W	Hunter Bros.,	Flour and Feed	Third and Chestnut.
Colby, B. H		Civil Engineer	City Hall.
Colby, W. A	Allison Commission Co.,		114 N. Main st.

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Name.	Firm.	Business.	Location.
Cole, Nathan	Cole Commission Co.,	Commission	213 N. Second st.
Cole, Amedee B	Cole Commission Co.,	Commission	213 N. Second st.
Cole, Charles B	H. C. Cole Milling Co.,	Miller	Chester, Ill.
Cole, H. C	H. C. Cole Milling Co.,		Chester, Ill.
Coleman, H. C	H. C. Coleman & Co.,	Commission	510 Cham. of Commerce.
Collins, H. B	Whitaker & Hodgman,	Brokers	300 N. Fourth st.
Collins, Thos. R	Martin Collins, Son & Co.,	Insurance	101 N. Third st.
Collins, Martin	Martin Collins, Son & Co.,	Insurance	101 N. Third st.
Collins, C. F			3812 Pine st.
Comfort, C. D		Real Estate	17 N. Tenth st.
Compton, Rich'd J	Compton & Sons,	Lith. & Ptg. Co	212 Locust st.
Comstock, Thomas G		Physician	3401 Washington ave.
Concannon, F. T	Bartlett & Concannon,	Fan. Gro. & Prov	507 N. Second st.
Conn, Luther H		Mining	Union Trust Building.
Connor, P. P	Connor Bros. & Co.,	Commission	Gay Building.
Connor, M. J	Connor Bros. & Co.,	Commission	Gay Building.
Connor, W. P	Connor Bros. & Co.,	Commission	Gay Building.
Conrad, J. F	J. F. Conrad Crocer Co.,		2714 Franklin ave.
Conrad, Peter		Steamboatman	1429 Chouteau ave.
Conrades, Edwin H	Donk Bros. Coal Co.,		Chamber of Commerce.
Conzelman, Theophilus	Crunden-Martin	Woodenware Co	301 S. Main st.
Cook, Douglas G	American Wine Co.,		3021 Cass ave.
Cooke, Michael			2222 Sullivan ave.
Coon, D. F			Fort Scott, Kas.
Cooper, A. D	Graham Paper Co.,	Paper	217 N. Main st.
Cooper, M			Little Rock. Ark.
Coquard, L. A		Banker and Broker	124 N. Third st.
Corcoran, Wm. J	Wm. J. & J. W. Corcoran,	Commission	1426 N. Broadway.
Corcoran, Jas. W	Wm. J. & J. W. Corcoran,	Commission	1426 N. Broadway.
Cordes, D	D. Cordes & Co.,	Flour and Feed	1928 S. Twelfth st.
Cordes, John F		Grocer	3619 Garfield ave.
Cornelius, N. B		Mill Furnishing	1119 N. Sixth st.
Corneli, Adolph	Schisler-Corneli Seed Co.,		714 N. Fourth st.
Corneli, Ben P	Schisler-Corneli Seed Co.,		714 N. Fourth st.
Corrington, Nelson A	Rosedale Hay and	Grain Co	Delmar and Cates ave.
Coste, Paul F		Lawyer	319 N. Fourth st.
Coudrey, Harry M	Coudrey & Scott,	Insurance	Third and Pine sts.
Cousins, George	Cousins Tea Co.,		521 Market st.
Cox, Charles A	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, James F	Coyle & Sargent,	Wholesale Silks	624 Washington ave.
Coyle, B. H	Blue & Canada So. Line,	Cont. Agent	312½ Chestnut st.
Crabb, J. D	Consolidated Coal Co.,		Laclede Building.
Craft, Henry G	Bernet & Craft,	Flour Com	8 S. Main st.
Cram, Geo. T	American Cen. Ins. Co.,	President	Broadway and Locust sts.
Cramer, G	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L	J. E. Crawford & Son,	Stocks and Bonds	305 Pine st.
Crawford, Jas. E	J. E. Crawford & Son,	Stocks and Bonds	305 Pine st.
Crawford, John H	Lackawanna Line,		Laclede Building.
Crawford, S. W	S. W. Crawford & Co.,	Lumber	DeSoto, Mo.
Creveling, H. C			1425 Lucas pl.
Crittenden, H. H	Trauernicht & Crittenden,	Brokers	716 Spruce st.
Crombie, C. S	Index Realty & Inst. Co.,		Wainwright Building.
Crosman, Henry	Nelson, Morris & Co.,	Dressed Beef	Chicago, Ill.
Crothers, John C	The McPheeters	Warehouse Co	1104 N. Levee.
Crone, C. C		Real Estate	3602 N. Broadway.
Crook, Wm		Farmer	New Design, Ill.
Crouch, J. N		Real Estate	Webster Groves, Mo.
Cullen, Michael J	Cullen & Kelly,	Livery	1212 N. Seventh st.
Culpeper, Chas. E	E. B. Grain White Co.,		208 Chamber of Commerce.
Culver, W. W	Wrought Iron Range Co.,		1901 Washington ave.
Cummiskey, Jas	Jas. Cummiskey & Co.,	Broker	812 N. Third st.
Cunningham, C. A	St. L. United Elev. Co.,	Storage	Rialto Building.
Cunningham, E. H			
Cunningham, Dickson	Block, Dean & Co.,	Com	418 Chamber of Commerce.
Cupples, Sam'l	Sam'l Cupples Wood &	Willowware Co	7th and Spruce sts.

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Name.	Firm.	Business.	Location.
Currie, W. I	Pope-Currie Com. Co.,		42 Gay Building.
Currie, Thomas L		Grain Inspector	416 Cham. of Com.
Dacey, James A	Dacey & Co.,	Commission	1204 N. Third st.
Dacey, Patrick	Dacey & Co.,	Commission	1204 N. Third st.
Dallam, Douglas	Hoosac Tunnel F.F.Line,		204 Railway Exchange.
Daly, Fernand V		Broker	3332 Chouteau ave.
Dameron, Ed C			509 Olive st.
Damhorst, Caspar		Soda	1030 S. Twelfth st.
Damhorst, Henry		Insurance Agent	919 Chestnut st.
Damke, Henry		Teamster	3319 Lemp ave.
Damon, Charles P	C. P. Damon & Co.,	Wholesale Liquors	Security Bldg.
Dana, George D	Charter Oak Stove &	Range Co., Sec'ry	1440 N. Main st.
Danforth, A. H		Merchant	Charleston, Mo.
Danforth, W. H	Robinson-Danforth	Com. Co	Twelfth and Gratiot sts.
Daub, H. W	Schreiner-Flack Grain Co.,	Commission	116 N. Fourth st.
Dausman, Geo	Geo. Dausman R. E. Co.,		802 Chestnut st.
Davidson, J. K	Davidson & Smith,	Grain	Kansas City, Mo.
Davidson, J. M			208 Chamber of Commerce.
Davis, John D		Lawyer	421 Olive st.
Davis, Thos. W	St. L. Market Rep'r Co.,	Reporter	112 Chestnut st.
Davis, C. R. H	C. R. H. Davis & Co.,	Real Estate	808 Chestnut st.
Dawson, Jas. P	Frank, Dawson & Garvin,	Lawyers	Wainwright Building.
Dean, Chas. L	Ludlow-Saylor Wire Co.,		116 S. Fourth st.
Dean, O. M			1017 N. Third st.
Dean, Eugene G		Produce	1017 N. Third st.
Dean, Wm. B	Block, Dean & Co.,	Commission	417 Cham. of Commerce.
Dean, Murry	Dean, Mill Co.,	Flour	Ava, Ill.
DeBolt, A	A. DeBolt & Co.,	Printers	218 Locust st.
Decker, John	John Decker & Co.,	Livery	921 N. Sixth st.
Dehner, Adolph	Dehner-Wuerple M. B. Co.		1611 S. Third st.
Deibel, Fred		Flour and Feed	22nd & Morgan sts.
Deibel, Louis P	Fred Deibel,	Flour and Feed	22nd & Morgan sts.
Delafield, Wallace	Delafield & Snow,	Insurance	111 N. Third st.
Delaney, John O'F		Real Estate	811 Chestnut st.
Delaney, W. R	Bank of Centreview,	Cashier	Centreview, Mo.
Delano, Rufus J		Attorney	Laclede Building.
DeMain, Silas	S. L. Bolt B. & T. Wks.,		800 N. Levee.
DeMary, T. C	T. C. DeMary & Co.,	Brokers	1 S. Main st.
DeMenil, Alexander N		Captalist	DeMenil Bldg., 7th & Pine.
Dennig, Louis E	Anheuser-Busch B'rg. Co.		Ninth & Pestalozzi sts.
Denton, W	Denton Bros.,	Grain	Leavenworth, Kas.
Desloge, F	Desloge Lead Co.,		322 Pine st.
Denvir, John B	Hayden Sad'y H. W. Co.,		512 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal	315 N. Seventh st.
DeWitt, L. B		Broker	116 N. Fourth st.
De Yong, A	Drummond Tobacco Co.,		400 S. Fourth st.
Dick, Joseph B	Hy. Sayers & Co.,	Commission	216 N. Main st.
Dickson, Joseph	Dickson & Smith,	Lawyer	Union Trust Building.
Dickey, E. M	E. M. Dickey & Co.,	Grain	705 Monadnock Block, Chicago.
Dickinson, Albert	The Al. Dickinson Co.,	Seeds	1600 S. Clark st., Chicago.
Dickinson, W. C		Commission	22 N. Second st.
Dickinson, Chas		Seeds	1600 S. Clark st., Chicago.
Dickmann, Joseph F		Seeds and Grain	1110 N. Third st.
Dieckman, John H	Wernse & Dieckman,	B'k'rs and Brokers	317 N. Fourth st.
Dieckman, Henry		Flour and Feed	1611 S. Ninth st.
Diekman, Ferd	Ferd Diekman Feed Co.,	Flour and Feed	2313 S. Broadway.
Diekmann, Joseph	Jos. H. Diekmann & Co.,	Flour and Feed	1210 Biddle st.
Dines, W. C	St. L. Sewing Mach. Co.,		1118 Pine st.
Dippold, Martin	The Farmers Milling Co.,		Edwardsville, Ill.
Doane, Dana		Farmer	Tempest, Ill.
Doan, Geo. P., Jr	Ford & Doan,	Commission	417 S. Seventh st.

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Name.	Firm.	Business.	Location.
Dobson, David	with R. Cleary Com. Co.,	Commission	418 Cham. of Commerce.
Docter, Casper H			2201 N. Ninth st.
Dodd, Sam'l M			415 Locust st.
Dodson, Joseph		Grain	Shipman, Ill.
Dodson, J. W	The Dodson & Hils Mfg. Co.,		Third and Cedar sts.
Doggett, Lewis C	N. K. Fairbank & Co.,	Lard Refiners	Third and Convent sts.
Donahoe, Martin P	Hargadine-McKittrick	Dry Goods Co	8th & Washington ave.
Donaldson, A. R	Donaldson Bond and	Stock Co	Third and Olive sts.
Donaldson, John W	Donaldson Bond and	Stock Co	Third and Olive sts.
Donaldson, Wm. R		Attorney	Broadway and Walnut st.
Donk, E. C	Donk Bros. Coal. Co.,	Coal Dealers	Third and Pine sts.
Donnell, J. W	Donnell, Mfg. Co.,		612 S. Sixth st.
Donnelly, Bernard	Donnelly Bros.,	Livery	2039 Wash st.
Donnewald, G, H	G. H. Donnewald & Co.,	Coal	2000 Clark ave.
Donovan, J. T	J. T. Donovan Real Est. Co.,		Seventh and Chestnut sts.
Donovan, John F	Lindell Hotel Prop.,		Lindell Hotel.
Donzelot, Eugene	E. Donzelot & Son,	Commission	16 S. Main st.
Donzelot, E. F	E. Donzelot & Son,	Commission	16 S. Main st.
Dormitzer, Jos		Real Estate	205 N. Eighth st.
Dougherty, Matthias		Grocer	1201 Pine st.
Douglass, John H	The Knapp-Stout	Lumber Co	Salisbury and Hall sts.
Doud, Royal H	Doud Packing Co.,		500 Chamber of Commerce.
Dower, John	Tracy & Dower,	Feed	2809 N. Grand ave.
Dozier, L. D	Dozier Cracker Co.,	Bakers	Sixteenth and Morgan sts.
Drown, P. S	Miss. & O. Riv. Pilots' So.,	Secretary	325 Chestnut sts.
Drummond, H. I	Drummond Tob. Co.		Fourth and Spruce sts.
Duffy, C. N	Citizens' Railway Co.,	Secretary	3820 Easton ave.
Duffy, Jos. A	J. A. Duffy & Co.,	Real Estate	806 Chestnut st.
Dula, R. B	Drummond Tobacco Co.		Fourth and Spruce sts.
Dunham, John S	Dunham Mfg. Co.,	Dessicated Cocoanut	9 Locust st.
Dunn, F. R		Commission	1134 N. Third st.
Dunn, Thos	Thos. Dunn Loan, Storage	and Mer. Co	912 Franklin ave.
Dunnerman, Chas. J	Dunnerman Realty	Co	702 Chestnut st.
Duross, James	Duross & Olcott'	Planing Mill	3300 N. Broadway.
Dutcher, C. O	Bd. of Grain Inspectors,	President	416 Cham. of Commerce.
Dutcher, I. V. W., Jr	R. W. & O. R'y and	Ontario Dispatch	118 N. Third st.
Dutcher, Sam'l S	Clarkson,	Bond and Stocks	321 Olive st.
Dye, James Wm	P. P. Williams Grain Co.,		520 Chamber of Commerce.
Dyer, D. P		Lawyer	Union Trust Building.
Dyer, E. H	Mound City Paint & Color Co.		406 N. Second st.

Eakin, Chas		Grain Broker	22 N. Second st.
Eberle, C. A		Flour	8 S. Second st.
Eberle, Geo. A	Victoria Flour Mills,		212 Chamber of Commerce.
Eddy, A. M	Eddy & Eddy,	Manufacturing	500 N. Main st.
Edenborn, Wm	Con. Steel & Wire Co.		Rookery, Chicago, Ill.
Edmunds, Henry L	Criminal Court,	Judge	Four Courts.
Edwards, B. F	Nat'l Bank of Com.,	Asst. Cashier	Broadway and Olive.
Edwards, Louis	Miss. Glass Co.,	Glass Mfgrs	Main and Angelica sts.
Edwards, Jas. C	Rex Mill Co.,	General Manager	Kansas City, Mo.
Edwards, Jos. White	Jones, Edwards & Co.,	Liquors	525 N. Second st.
Edwards, Geo. L	A. G. Edwards & Son	Brokerage Co	412 Olive st.
Eggers, H. B	Meramec Mills,	Millers	Eighth and Clark ave.
Eggers, F. W	H. B. Eggers & Co.,	Millers	Eighth and Clark ave.
Ehlermann, Charles	Chas. Ehlermann Hop	and Malt Co	22d st. and Scott ave.
Eichler, Frank E	St. Louis Commercial	Bulletin	115 Pine st.
Eicks, A. W		Feed	1508 Cass ave.
Einstein, Wm			Security Building.
Eiseman, B	Rice, Stix & Co.,	Dry Goods	Tenth & Washington ave.
Eisenhardt, Herman		Soap Manufacturer	101 N. Second st.
Eisenmayer, P. H., Jr	So. Ill. Elevator	Milling Co	Murphysboro, Ill.
Ellerbe, C. P	Union Cas. & Surety Co.,	President	Wainwright Building.

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Name.	Firm.	Business.	Location.
Elliman, T. L.	D. R. Francis & Bro.,	Commission	Laclede Building.
Ellis, Wm. A.	Merchants' Life Assn.		Union Trust Building.
Ellis, Wm. C.	Kehlor Bros.,	Milling	401 Chamber of Commerce.
Ellis, Thos. H.	Messmore, Gannett & Co.,	Commission	510 Cham. of Com.
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Engel, L. F.			3905 Cook ave.
Engel, Wm.		Teamster	2901 Wisconsin ave.
Ennis, James L.	The Pearl Confectionery,		Chemical Building.
Eno, E. Bates	E. B. Eno & Co.,	Brokerage Co.	503 Cham. of Com.
Eppelsheimer, Frank	Fisher Flour Co.		204 Market st.
Eschrich, Henry		Grocer	3600 Gravois ave.
Essmueller, Fred	Essmueller & Barry,	Millwrights	21st and Walnut sts.
Espenschied, Chas.			3500 Washington ave.
Etz, Frank	Frank Etz & Co.,	Commission	909 N. Fourth st.
Euston, Alex.	National Linseed Oil Works		Sixteenth st. and Clark ave.
Evans, Jas. W.	McCann-Evans Realty Co.		1011 Chestnut st.
Evans, Jos. N.	Evans Bros.,	Tobacco Co.	Sixteenth & Poplar sts.
Evans, C. O.	Evans Bros.,	Tobacco Co.	Sixteenth & Poplar sts.
Everist, A. M.		Real Estate	211 N. Eighth st.
Evill, Burton K.		Hay and Grain	409 Theresa ave.
Evill, John H.	Excelsior Grain Co.		426 S. Theresa ave.
Ewald, Jacob C.	Deceased.		
Ewald, L. P.	Ewald Iron Co.,	Iron, etc.	941 N. Second st.
Ewing, James F.	Salt Ass'n of Mich.		105 N. Third st.
Ewing, A. B.			Laclede Building.
Ewing, W. K.			509 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster & Co.,	Staves, etc.	24 N. Third st.
Fairham, Geo. G.	G. G. Fairham & Bro.,	Commission	920 N. Third st.
Fairham, Isaac	G. G. Fairham & Bro.,	Commission	918 N. Third st.
Farley, J. H.		Commission	108 N. Fourth st.
Farrelly, Thos. F.		Real Estate	812 Chestnut st.
Fath, Conrad			2519 S. Twelfth st.
Fath, Oliver J.			Second and Dock sts.
Faulkner, Wm. R., Jr.			2844 Chestnut st.
Faust, A. E.	Faust & Sons Oyster Co.,	President	Broadway and Elm st.
Fay, Emory	F. C. Taylor & Co.,	Commission	208 N. Main st.
Fears, John C.	Illinois Central Elevators,		New Orleans, La.
Feickert, Louis	Wm. J. Lemp,	Clerk	Thirteenth and Cherokee sts.
Feiner, Geo. Wm.	Engelke & Feiner,	Milling Co.	804 S. Broadway.
Feiner, Frank	Engelke & Feiner,	Milling Co.	804 S. Broadway.
Feldbusch, Herman		Teamster	2108 Blair ave.
Felkel, E. E.	Goddard & Hall,		514 Chamber of Commerce.
Fennerty, Edw.			420 S. Sixteenth st.
Fenske, P. B.	Gilsonite Roofing & Paving	Co.	Wainwright Building.
Ferguson, Hugh	Hugh Ferguson & Co.,	Provision Brokers	205 N. Third st.
Ferguson, D. K.			Fourth and Pine sts.
Ferguson, Chas. W.	National Lead Co.		Tenth st. and Clark ave.
Ferguson, Martin	Grand Hotel,		819 Chestnut st.
Ferguson, Wynne		Commission	Cham. of Com. Bldg.
Ferris, Franklin	Rowell & Ferris,	Lawyers	418½ Olive st.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster	2705 S. Broadway.
Field, Eugene	Traders' Despatch,		Laclede Building.
Field, Frank	O. H. Peckham Candy Co.,		Seventh and Spruce sts.
Field, John T.			Laclede Building.
Fife, Chas. R.	Chas. R. Fife Com. Co.,	Merchandise Brokers	100 N. 4th st.
Figueiredo, A. de	St. L. Transfer Co.,	General Manager	400 S. Broadway.
Figueiredo, F. S. de	St. L. Transfer Co.		Second and Poplar st.
Filley, Chauncey I.			2700 Chestnut st.
Filley, John D.	St. Louis Trust Co.		Fourth and Locust sts.
Finck, J. C., Jr.	J. C. Finck Min'l Mfg. Co.,	Barytes, etc.	101 Barton st.
Finkenbiner, J. S.	Singer Mfg. Co.		1124 Olive st.

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Name.	Firm.	Business.	Location.
Finty, Thos		Grain	Xenia, Ill.
Fischer, John C	Fischer Flour Co.		204 Market st.
Fischer, C. H	German Savings Bank,	Teller	Fourth and Pine sts.
Fischer, Louis F	Chas. Tiedeman Mill. Co.		O'Fallon, Ill.
Fischer, Joseph			108 N. Fourth st.
Fischer, A. H	M. Kotany,		411 Olive st.
Fisher, D. D		Circuit Judge	Court House.
Fisher, John A	J. A. Fisher & Co.,	Hay	Fourth and Chestnut sts.
Fisher, John J	M. & M. G. R. R.		Laclede Building.
Fisher, Francis			24 N. Third st.
Fisse, Wm. E	Fisse & Kortjohn,	Attorney	Laclede Building.
Fitz Gibbon, J. D		Builder	1815 Pine st.
Flach, Joseph	New Athens Milling Co.		New Athens, Ill.
Flack, Chas. E	Schreiner-Flack Grain Co.,	Commission	116 N. Fourth st.
Flanagan, George M	Flanagan & Co.,	Millers	1913 S. Third st.
Flanagan, Chas. H	Flanagan & Co.,	Millers	1913 S. Third st.
Flebbe, Hermann	Western Candy and	Bakers' Supply Co	216 S. Third st.
Fleming, Thos. H. B	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Flesh, M. M	Flesh & Mook Painting Co.		417 N. Third st.
Flitcraft, P. R	Circuit Court,	Judge	Court House.
Foell, Christian			3108 Illinois ave.
Foell, Henry	Foell & Co.,	Commission	123 Market st.
Foerstel, Michael			4338 Clayton ave.
Foley, Daniel J			Henderson, Ky.
Forbes, R. T	Stephens Lith. & Eng. Co.		211 Washington ave.
Forster, Frank J	American Tripoli Co.		122 Pine st.
Forster, Otto E		Physician	520 N. Garrison ave.
Forster, C. August	Hyde Park Brew. Co.,		Salisbury st. and Florissant ave.
Forster, C. Marquard	St. L. Brew'g Assn.		809 S. Sixth st.
Forster, Marquand	M. Forster R. E. Co.		809 S. Sixth st.
Foskett, Hosea	Foskett & Kissner,	Feed	4247 N. Broadway.
Fouke, Phil. B	Funsten Bros. & Co.,	Commission	108 N. Main st.
Fowler, Edwin		Insurance	Odd Fellows' Building.
Fowler, F. E	F. E. Fowler & Co.,	Insurance	315 N. Third st.
Fraley, M	Moses Fraley & Co.,	Insurance	110 N. Third st.
Francis, David R	D. R. Francis Com. Co.		Laclede Building.
Francis, T. H	D. R. Francis Com. Co.		Laclede Building.
Franciscus, James M			Bank of Commerce Building.
Franciscus, J. M., Jr	Moffitt & Franciscus,	Real Estate	703 Chestnut st.
Frank, Henry	B. Baer & Co.,	Produce	114 Elm st.
Frank, John F		Grain	Okawville, Ill.
Frank, Joseph			
Frank, Max		Horses and Mules	4239 N. Market st.
Frank, Nathan,		Attorney	304 N. Eighth st.
Franklin, Jos	Wm. Barr Dry Goods Co.,	Dry Goods	Sixth and Olive st.
Freeborn, Charles S	Star Union Line,	Freight Agent	309 Olive st.
Freeman, C. L			Security Building.
Freeman, T. W	American Wire & Iron Co.,	Manuf'y Wire	Security Building.
Freudenstein, L. D			1428 Washington ave.
Freund, L	L. Freund & Bro.,	Bakers	913 Soulard st.
Fritsche, Charles E		Accountant	3023 N. Broadway.
Fritsche, Jake C	J. C. Fritsche Com. Co.		Union Trust Building.
Fritschle, Robert		Grocer	5000 Gravois st.
Frommann, Paul		Distillers' Agent	24 N. Second st.
Fruin, John J			Meadville, Mo.
Fruin, Jeremiah	Fruin-Bambrick Con. Co.,	Contractors	922 Olive st.
Funk, Joseph P	J. P. Funk & Co.,	Tallow, etc	4610 N. Broadway.
Funsten, R. E	Funsten Bros. & Co.,	Commission	108 N. Main st.
Furlong, Wm	Picker & Beardsley,	Commission	214 N. Main st.
Furth, Jacob	Jacob Furth Grocer Co.,		810 Spruce st.
Fusz, Louis	Regina Flour Mills		601 S. Main st.
Fusz, Paul A	Bi-Metallic Mining Co.,	President	Security Building.

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Name.	Firm.	Business.	Location.
Gabriel, Conrad	C. Gabriel & Bro.,	Feed	2650 Chouteau ave.
Gabriel, Wm.	C. Gabriel & Bro.,	Feed	2650 Chouteau ave.
Gaienne, Frank	Gen. Man. St. L. Expo.		Thirteenth and Olive sts.
Ganahl, Jno. J.	Jno. J. Ganahl Lumber Co.		Second and Park ave.
Gandolfo, John B	Gandolfo Flour and	Commission Co	18 S. Second st.
Gannett, Jno. M.	Messmore, Gannett & Co.,	Commission	509 Chamber of Com.
Garbald, John C	Hyde Park Brewery,		809 S. Sixth st.
Gardner, John A.	Amer. Oak Leather Co.,		512 St. Charles st.
Gardner, Wm. A	S. W. Cobb & Co.,	Commission	317 Chamber of Com.
Garneau, James W	Krey Packing Co.,		Twenty-first and Bremen ave.
Garratt, John W.	J. W. Garratt & Co.,	Railway Supplies	2028 Walnut st.
Garrels, G. W	Franklin Bank,	Banking	Fourth and Morgan sts.
Garrison, O. L.	Big Muddy Coal & Iron Co.,		Wainwright Building.
Garrity, F. I	National Cereal Co.,		206 N. Commercial st.
Garstang, Richard	Southern Boiler Wks.,		1201 S. Second st.
Garth, John H	Farmers' & Merchants'	Bank, President	Hannibal, Mo.
Garvey, Lawrence	L. Garvey & Co.,	Produce and Com.	1412 N. Broadway.
Gasser, Emil	with M. M. McKeen & Co.,		6 N. Second st.
Gatch, Elias S	Granby Mining and S. Co.,		Sixth and Locust sts.
Gaupel, Henry J	Geisel Mfg. Co.,		225 S. Second st.
Gaus, H., Jr	Henry Gaus & Sons,	Box Factory	2100 N. Main st.
Gebhardt, Geo. E.	Geo. E. Gebhardt & Bro.,	Grocer	7830 Ivory ave.
Gehner, H	H. Gehner Distilling Co.,	Whiskey	801 Market st.
Geraghty, John E	Chapin & Co.,	Mill Feed	305 Chamber of Com.
Geissmann, Otto		Flour	Highland, Ill.
Gerber, Charles	Gerber Fruit Co.,		910 N. Third st.
Gerdes, Geo. H		Feed	110 S. Jefferson ave.
Gerhard, O. J	Abels & Gerhard	Plumbing Co	909 N. Sixth st.
Gerhart, P. G			3640 Washington ave.
Gerke Henry		Teamster	3401 N. Ninth st.
Gerlach, W		Insurance	6 N. Third st.
Gessler, Emil W	E. W. Gessler & Co.,	Commission	322 Pine st.
Gessler, E. A	Gessler & Kraussnick,	Broker	411 Olive st.
Gettys, James M	W. P. Gettys & Son	Provision Co	113 N. Main st.
Gettys, Thos. B	W. P. Gettys & Son	Provision Co	113 N. Main st.
Ghiselin, Horace	United Elev. Co.,	Superintendent	Rialto Building.
Ghio, John B	Deceased.		
Ghio, James C	Barada-Ghio R. E Co.,		915 Chestnut st.
Gibbons, John T	J. T. Gibbons & Co.,	Grain	Poydras and S. Peters st., N. O.
Geisecke, Otto	Chas. Ehlerman Hop and	Malt Co	Twenty-second and Scott.
Gieselman, F. H	Chris. Sharp Com. Co.,		202 N. Main st.
Giesler, John F	John F. Giesler & Bro.,	Feed	1831 Franklin ave.
Gilbert, W. Jewett	Armstrong Cork Co.,	Brewers' Sups	23 S. Fourth st.
Gilbert, Sidney L	Armstrong Cork Co.,	Brewers' Sups	23 S. Fourth st.
Gillis, James	Gillis Bros.,	Commission	123 N. Main st.
Gilmartin, P. J	P. J. Gilmartin & Co.,	Commission	104 N. Fourth st.
Gintz, Adam			Belleville, Ill.
Ginochio, D	Ginochio Bros. & Co.,	Fruits	713 N. Third st.
Giraldin, Chas. E	Giraldin Bros. & Cates,	Real Estate	308 N. Eighth st.
Givens, Jos. W		Architect	407 N. Broadway.
Glogau, Emile		Real Estate	Seventh and Olive sts.
Glover, A. B	A. B. Glover & Co.,		215 Chamber of Commerce.
Gockel, John J		Grocer	3142 Cass ave.
Goddard, G. F.	E. Goddard Flour Mill Co.,	Millers	Second and Rutger sts.
Goddard, J. H.	E. Goddard Flour Mill Co.,	Millers	Second and Rutger sts.
Godlove, Geo. W	Geo. W. Godlove & Co.,	Commission	120 N. Main st.
Godlove, L	Hellman-Godlove Mercantile	Co	120 N. Main st.
Goebel, Fritz	Goebel & Wetterau	Wholesale Grocers	27 S. Second st.
Goeke, Fred'k W	F. W. Goeke & Co.,	Commission	22 N. Second st.
Goerger, Wm		Maltster	1717 Singleton st.
Goerts, August	Germania Life Ins. Co.,		Am. Central Building.
Goetz, Charles W	C. W. Goetz & Co.,	Cements, etc	11th and Walnut sts.
Goetz, Victor	Merchants' Exchange Bd.	of Flour Insp	8 S. Main st.
Goldman, J. D	Adler-Goldman Com. Co.,	Cotton Factors	112 S. Main st.
Golsan, Robert W			Fourth and Pine sts.

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Name.	Firm.	Business.	Location.
Gonter, Chas. G		Printer	4297 Page ave.
Good, Louis C	L. C. Good & Co.,	Mdse. Brok's	Eighth and Spruce sts.
Goodall, John R	W. H. Markham & Son,	Insurance	117 N. Third st.
Goodnow, Frank	Burlington Elev.,	Superintendent	Gay Building.
Gordon' Samuel	Cox & Gordon,	Provisions	1019 S. Third st.
Gore, Chas. J	Conn. Mut. L. Ins. Co.,	Gen. Agt	Wainwright Building.
Gore, W. S	H. L. Halliday Milling Co.,		Cairo, Ill.
Gorman, John I			1964 Washington ave.
Gorman, John	Jno. Gorman & Bro.,	Commission	1414 N. Broadway.
Grable, W. B			4118 Juniata st.
Grace, P. F	Keane & Grace,	Real Estate	923 Chestnut st.
Graham, Ben B	Graham Paper Co.,	Paper Dealers	213 N. Main st.
Graham, G. L			512 Chamber of Commerce.
Graham, E. D			Mexico, Mo.
Graham, Wm. H	Bank of Republic,	Cashier	214 N. Fourth st.
Granger, C. H		White Line	Rialto Building.
Grant, W. D		Pork Packer	3828 Garfield ave.
Grant, Chas. A	W. D. Grant,	Pork Packer	3828 Garfield ave.
Grant, Alex D	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Grassmuck, Wm		Commission	116 N. Fourth st.
Gratz, Anderson	Warren, Jones & Gratz,	Bagging	Rialto Building.
Gratz, Benj., Jr	Warren, Jones & Gratz,	Bagging	Rialto Building.
Graves, Oswald	Oswald Graves Grain Co.,		412 Chamber of Commerce.
Graves, W. W	St. Louis Cracker Co.,		1809 Chouteau ave.
Gray, Melvin L		Lawyer	509 Chestnut st.
Green, R. W	St. Louis Car-Wheel Co',	Car Wheels	Bank of Com. Bldg.
Green, C. C	C. C. Green Lumber Co.,		Temple Building.
Green, H. H	Green Car-Wheel Mfg. Co.,	President	3018 N. Broadway.
Green, Chas	Chas. Green Real Est. Co,,		724 Chestnut st.
Green, Thomas	Deceased.		
Green, James	Helmbacher Steam Forge	& Rolling Mill Co	Barton & DeKalb.
Green, Montraville		Steamboating	Alton, Ill.
Green, W. L., Jr	W. L. Green Com. Co.,	Commission Co	204 N. Third st.
Greene, O. H	National Lead Co.,	Asst. Manager	Tenth and Clark ave.
Greensfelder, Moses B		Real Estate	Central, St. L. Co.
Greenwood, Moses, Jr	Greenwood & Co.,	Real Estate	Wainwright Building.
Greer, James G			902 Chestnut st.
Greer, Robert C	R. C. Greer & Sons	Realty Co	902 Chestnut st.
Gregg, Norris B	Mound City Pt. & Col. Co.,	Paints and Oils	406 N. Second st.
Gregg, W. H., Jr	Monnd City Pt. & Col. Co.,		406 N. Second st.
Gregory, James A			3410 Morgan st.
Greve, Henry	John Wahl Com. Co.,		2 S. Main st.
Grier, J. P	Allen, Grier & Zeller Co.,		39 Board of Trade, Chicago.
Gr'er, R. C	Carrington, Hannah & Co.,		209 Chamber of Commerce.
Griesedieck, Henry	H. Griesedieck & Co.,	Maltster	1134 S. Twelfth st.
Griesedieck, Paul H	H. Griesedieck & Co.,		1134 S. Twelfth st.
Griesedieck, Bernard	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Henry C	Heim Brewing Co.,		East St. Louis, Ill.
Griesedieck, Henry, Jr	Nat'l. Brew'y Co.,	Br'wrs	Eighteenth and Gratiot sts.
Griesedieck, H. L	H. L. Griesedieck & Co.,	Liquors	715 N. Sixthst.
Griesedieck, Frank	H. Griesedieck & Co.,	Malster	1110 Park ave.
Griffin, John S	Ghio-Griffin Real Est. Co.,		210 N. Eleventh st.
Griffin, T		Provisions	1701 Austin st.
Grimm. Henry J	Grimm & Mitchell		100 N. Fourth st.
Grindon, Alfred J	Fisher & Co.,	Real Estate	714 Chestnut st.
Grone, Ed	Grone & Co.,	Soda	13 S. Eleventh st.
Grone, Henry	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Grone, John G	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Gronemeyer, J. Ph		Grocer	4214 Page ave.
Gronemeyer. C. L	J. P. Gronemeyer,	Grocer	2958 Clark ave.
Grossheider, Aug. F	Grossheider & Bro.,	Flour and Feed	2817 Easton ave.
Grover, Hiram J		Lawyer	417 Pine st.
Grubbs, H. B	Armour Packing Co.,		Security Building.
Gruensfelder, Louis		Pork P'ker	McNair & Shenandoah.

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Name.	Firm.	Business.	Location.
Gruet, John P	Waters Pierce Oil Co.		Odd Fellows' Building.
Gruner, Philip	Gruner Bros. Lumber Co.		Ninth st. and Cass ave.
Guerdan, N	Guerdan Hat Co.		Broadway and Walnut st.
Guinzburg, H. A		R. R. Ticket Broker	510 Olive st.
Gunnison, Geo. W	Inland Oil Co.,	Oils	Commercial Building.
Guy, W. E	Madison Coal Co.,	President	Security Building.
Haarstick, Hy. C	St. L. & Miss. Val. Tr. Co.,	President	Main and Walnut sts.
Haarstick, Wm. T	St. L. & Miss. Val. Tr. Co.,	Vice-President	Main and Walnut sts.
Haase, Louis H	A. C. L. Haase & Son	Fish Co	415 N. Second st.
Haering, John		Teamster	2014 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haeussler, Herman A		Lawyer	16 N. Fourth st.
Hagerman, James		Attorney	Wainwright Building.
Hagey, H. Given	Hagey Bros.,	Commission	222 N. Main st.
Hainsworth, Jonas			3806 Arsenal st.
Hake, Louis, Jr	Louis Hake & Son,	Provisions	819 N. Third st.
Hall, Chas. E	Langenburg Bros.,	Commission	418 Cham. of Com.
Hall, Geo. H	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E	Goddard-Hall Co.		514 Chamber of Commerce.
Halloran, M. J	E. W. Gessler & Co.,	Commission	322 Pine st.
Hamilton, R. A	Whittaker & Sons,	Mangr. of Pork House	7th & Carr sts.
Hamilton, Alexander	Gartside Coal Co.,	Coal	1121 Pine st.
Hamlin, J. R			206 Chamber of Commerce.
Hammer, L. F	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Hancock, D. J		Insurance	119 N. Third st.
Handlan, A. H., Jr	M. M. Buck & Co.,	Railroad Supplies	212 N. Third st.
Hanebrink, C. J	Sessinghaus Milling Co.,	V.-P. & Sec'y	Ninth & N. Market st.
Hanson, C. T	P. B. Mathiason & Co.		5310 N. Second st.
Hanson, P. M	St. Louis Stamping Co.,		Second st. and Cass ave.
Hardie, Andrew D	Kehlor Bros.,	Millers	401 Chamber of Commerce.
Hardin, N. C		Attorney	Louisiana, Mo.
Harig, Albert J			Chamber of Commerce.
Harker, George M	Agent Allen Addition,		2128 S. Seventh st.
Harmer, R. M		Deceased	
Harrigan, L		Chief of Police	Four Courts.
Harris, W. B	Harris & Wengler,	Real Estate	927 Chestnut st.
Harris, Ben	B. Harris & Co.,	Hides and Wool	204 N. Main st.
Harris, James R		Farmer	Allentown, Mo.
Harris, David P	Harris Bros.,	Coal	Security Building.
Harris, Evan W			4427 N. Twenty-first st.
Harrison, John P			120 N. Third st.
Harrison, Jno. W	Shickle, H. & H. Iron Co.		Twelfth and Papin sts.
Harrison, W. B	Harrison-Berry Com. Co.		Republic Building.
Harrison, J. P. M	Egypt Milling Co.		Ashley, Ill.
Harstick, J. C		Teamster	5 S. Seventeenth st.
Hart, Edward S	R. P. Studley & Co.,	Printing	221 N. Main st.
Hart, Herman	Hart Commission Co.		12 S. Main st.
Hart, Henry E	Excelsior Grain Co.	Grain and Hay	426 S. Theresa ave.
Hartmann, Ernst	E. Hartmann Hide &	Leather Co	1928 Gravois ave.
Hartmann, Rudolph	R. Hartmann & Co.,	Commission	101 N. Main st.
Hartman, John		Merchant Tailor	612 N. Broadway.
Harvey, Geo., Jr	P. M. Brunner Granitoid	Co	Turner Building.
Hattersley, F	F. Hattersley & Co.,	Flour Brokers	205 Pine st.
Hattersley, Joseph	F. Hattersley & Co.,	Flour Brokers	205 Pine st.
Haueisen, F. G	Haueisen & Lang,	Produce and Com	1016 N. Third st.
Hauptmann, Peter	Peter Hauptmann &	Co., Tobacco	412 N. Third st.
Hauser, G. A	H. Broeder,	Commission	926 N. Third st.
Hawken, Wm. H	Cole Bros. Com. Co.,		213 N. Second st.
Hayden, T. F	Hayden Slate Co.		Twelfth and Locust st.
Hayes, D. J	Richmond Mfy. Co.		Lockport, N. Y.
Haynes, Delos R	Haynes Bros.,	Real Estate	Union Trust Building.

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Name.	Firm.	Business.	Location.
Haynes, W. J	Front Rank Steel Furnace Co		705 N. Main st.
Haynes, Wm. A	W. A. Haynes & Co.,	Grain	Chenoa, Ill.
Hazard, Wm. P	C. H. Albers Com. Co.		400 Chamber of Commerce.
Healey, E. S	Glencoe Lime & Cement Co.		Odd Fellows' Building.
Healey, J. D		Grocer	2857 Lafayette ave.
Healey, Chas. F	The N. K. Fairbank Co.		Rialto Building.
Heath, A. J	A. J. Heath & Co.,	Commission	114 Pine st.
Heege, Albert		Grocer	Clayton, Mo.
Heege, Theodore		Grocer	Kirkwood, Mo.
Heffernan, James P	Ryan Com. Co.,	Grain	222 N. Fourth st.
Heidbreder, John H	Superior Ice & Cold	Storage Co., Ice	Twelfth and Palm.
Heidbreder, Chas. W	Superior Ice & Cold	Storage Co	2507 University st.
Heinrich, John P	Heinrich Coal Co.,	Coal	506 Olive st.
Heinrischsmeyer, Henry		Feed	6830 S. Broadway.
Heinselmann, H. R	Rock Spring Mills,		3840 Laclede ave.
Heintz, Emil	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heitzeberg, H. S	Ed. Heitzeberg P. &	P. Co	3101 N. Broadway.
Heitzeberg, Chas. L	Ed. Heitzeberg P. &	P. Co	3101 N. Broadway.
Heitzeberg, Geo. C	Ed. Heitzeberg P. &	P. Co	3101 N. Broadway.
Helein, Geo. A		Cooperage	419 S. Fourteenth st.
Helery, M. F		Restaurant	112 N. Third st.
Helfenstein, J. P	Plant Seed Co.		812 N. Fourth st.
Hellendall, Gustave	Frank & Hellendall,	Hides and Wool	107 Elm st.
Hellman, A. M	A. M. Hellman & Co.,	Wholesale Liquors	508 N. Second st.
Hellman, Louis M			508 N. Second st.
Hellman, Chas	Hellman-Godlove Mer. Co.		120 N. Main st.
Helm, Louis		Grain	322 Pine st.
Hetzell, D. S	D. S. Hetzell & Co.,	Commission	10 S. Main st.
Hetzell, M. D	M. D. Hetzell Com. Co.		827 N. Fourth st.
Hetzell, Harry D	A. J. Child & Son,	Commission	219 Market st.
Heman, John Henry	Heman Con. Co.		1817 Leffingwell ave.
Heman, August	Heman Con. Co.		1817 Leffingwell ave.
Heman, Wm	Heman Con. Co.		1817 Leffingwell ave.
Heman, John	Heman Con. Co.		1817 Leffingwell ave.
Heman, Fred			1817 Leffingwell ave.
Hemenway, Wm. D	Peugnet & Hemenway,	Insurance	305 Olive st.
Hendee, S. A	S. A. Hendee & Co.,	Grain	Bushnell, Ill.
Hendgen, P. J		Insurance	117 N. Third st.
Henry, Frank R	Mo. R. R. Co.		10 S. Compton ave.
Henseler, George		Oils	120 S. Commercial st.
Henseler, F. F	St. Louis Drayage Co.,	Transfer	407 S. Main st.
Henson, Mark			Granite, Ill.
Henze, F. W		Baker	417 Lucas ave.
Herf, O	Herf & Frerichs Chemical Co.		4528 S. Broadway.
Herold, Theo	Consumers Brewing Co.		1900 Shenandoah st.
Herthel, Adolph	International Bank,	Cashier	Fourth and Chestnut sts.
Hesse, W. J	Ills. Hydraulic Brick Co.,	Brick	Odd Fellows' Building.
Hesser, John T		Coal and Coke	509 Chestnut st.
Hewitt, O		Commission	205 N. Third st.
Heydt, John B		Baker	1613 Biddle st.
Heyman, Wm	Lackawana Line,	Agent	Houser Building.
Hezel, Charles	Hezel Milling Co.,	Millers	East St. Louis, Ill.
Hezel, Moris	Hezel Milling Co.,	Millers	East St. Louis, Ill.
Hickman, W. T	Wiggins Ferry Co.,	Contracting Agent	Security Bldg.
Hickel, Joseph, Jr	Jos. Hickel & Son,	Butter and Cheese	210 Market st.
Higbee, R. B		Merchant	Laclede Building.
Hilger, John J			3702 Cook ave.
Hilke, Christoph		Flour and Feed	3749 N. Broadway.
Hilke, Christ H	Christ Hilke,	Feed	3747 N. Broadway.
Hilmer, E. C	Hilmer-Scheitlin Com. Co.		804 N. Third st.
Hill, Ewing	Western Advertising Co.		Union Trust Building.
Hill, G. W	Regina Mills,	Millers	601 S. Main st.
Hill, Jerome	Jerome Hill Cotton Co.,	Cotton Factors	116 S. Main st.
Hill, Walker	American Ex. Bank,	President	Third and Pine st.
Hill, Wm. L	N. Y. Life Insurance Co.,	Agent	Odd Fellows' Building.

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Name.	Firm.	Business.	Location.
Hill, James A			2843 Washington ave.
Hill, W. R			
Hill, H. M		Lawyer	325 Olive st.
Hillar, W. T	Illinois Central Railroad		115 N. Third st.
Hils, Edward	Dodson & Hils,	Pickles, etc	Third and Cedar sts.
Hinchman, J. G		Prov'n Inspector	22 S. Commerqial st.
Hindmann, James H		Farmer	Rockwood, Ill.
Hines, W. H		Live Stock	Union Stock Yards.
Hinrichs, R. C	Washburn-Crosby Co.,	Flour	Main and Olive sts.
Hinton, H. H	Heine Safety Boiler Co.		Bank of Commerce Building.
Hirsch, I. C	Cal. Hirsch & Sons Iron &	Rail Co	212 Clark ave.
Hirschberg, F. D	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Hitchcock, Henry		Attorney	Wainwright Building.
Hitchcock, E. A	Crystal City Plate Glass	Co	Wainwright Building.
Hoagland, Wm. Y			4408 N. Nineteenth st.
Hobart, B. F	Cherokee-Lanyan Spel. Co.,	President	Laclede Building.
Hodgkins, Daniel	J. B. M. Kehlor & Co.,	Commission	411 Cham. of Com.
Hodgkins, Elbert	J. B. M. Kehlor & Co.,	Grain	411 Chamber of Commerce.
Hodgman, Chas	Whitaker & Hodgman,	Stock & Bond Brokers	300 N. 4th st.
Hoffman, August	Hoffman Stave Co.,	Coopers	Dexter, Mo.
Hoffmann, Chr. F	Superior Ice & Cold	Storage Co	Twelfth and Palm sts.
Hoffman, Geo. E	Merchants'-Laclede Nat.	Bk., Cashier	Fourth and Olive sts.
Hoffman, S. H		Builder	Globe-Dem. Bulding.
Hofman, Louis	Monarch Rubber Co.,		814 Washington ave.
Hofmann, F. W	Hofmann Bros. Pro. Co.,	Prod. & Groc	700 N. Second st.
Hofmann, E. G	Hofmann Bros. Pro. Co.,	Prod. & Groc	700 N. Second st.
Holland, Geo. H	Bridge & Beach Mfg. Co.,	Stoves	Main and Almond sts.
Holliday, Sam'l N		Attorney	305½ Olive st.
Hollister, Eli T	Crescent Ptg. Co.,	President	904 N. Fourth st.
Hollmann, Henry C	H. C. Hollmann & Co.,	Produce	21 N. Main st.
Hollmann, Julius	Fischer Flour Co.,		204 Market st.
Holmes, Jesse H	H. & L. Chase,	Bags	18 N. Main st.
Holthaus, Louis J	Fourth Nat'l Bank,	Vice-President	Rialto Building.
Holtzclaw, Frank			
Homes, F. B	Deceased		
Homes, Chas. R	Peterson & Homes,	Queensware	406 N. Broadway.
Hopkins, James	Diamond Match Co.,	President	1800 S. Second st.
Hopkins, G. K	Hopkins-Weller Drug Co.,	Wholesale Drugs	603 N. Main st.
Hopkins, Innis	Erie Dispatch		Laclede Bulding.
Hoppius, Herman F	Mullen & Hoppius	Painting Co	114 Olive st.
Horn, Benjamin F		Staves & Heading	312½ Chestnut st.
Horn, Chas. W	Benj. F. Horn,	Cooperage	East St. Louis, Ill.
Horner. William H			6752 Garner ave.
Horner, E. P	Allen-West Com. Co.,		104 S. Main st.
Hornsby, Joseph L		Attorney	220 N. Fourth st.
Horrocks, James	R. G. Dun & Co.,	Mercantile Agts	Cham. of Com.
Horton, Wm. M		Real Estate	Wainwringht Building.
Hospes, Richard	Ger. Sav. Institution,	Cashier	Fourth and Pine sts.
House, R. J		Grain and Hay	503 Cham. of Com.
Houston, J. M	J. M. Houston Gro. Co.,	Wholesale Groceries	800 Spruce st.
Howard, L. J	Evans & Howard Fire	Brick Co	920 Market st.
Howard, W. P	W. P. Howard & Co.,	Commission	408 N. Levee.
Howard, John W		Liquors	307 Garrison ave.
Howard, W. P., Jr	W. P. Howard & Co.,	Commission	408 N. Levee.
Howe, J. C	St. L., P. & N. Ry.		Security Building.
Hoyt, E. R	Hoyt Metal Co.,	Secretary	4143 Clayton rd.
Hubbard, Robt. M	Hubbard & Bartlett,	Commission Co	Fourth and Pine sts.
Huber, Andrew		Grain	Bunker Hill, Ill.
Huber, Charles	Huber Milling Co.,		Seneca, Mo.
Hudson, B. F	Hudson Bros. Com. Co,,	Commission	212 N. Second st.
Hudson, Wm. A	Hudson Bros. Com. Co.,	Commission	212 N. Second st.
Hudson, John		Cotton	146 Barry st.
Huff, C. H	C. H. Huff & Son,	Insurance	101 Chamber of Com.
Hug, Henry	Wm. Tepe,	Feed	2725 Laclede ave.
Hull, Wm. L	Wm. L. Hull & Co.,	Commission	Repubic Building.

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Name.	Firm.	Business.	Location.
Humphreys, John D.	Humphreys Prod. Co.,	Commission	712 N. Third st.
Hundley, John H	E. B. White Grain Co.,		208 Chamber of Commerce.
Hunkins, F. P	Thorn-Hunkins Lime	& Cement Co	108½ N. Eighth st.
Hunn, Eugene F			112 N. Fourth st.
Hunt, H. M	Physician	. Pioneer Press Bldg.,	St. Paul, Minn.
Hunt, T. H		Physician	McFall, Mo.
Hunter, R. D	Texas & Pacific Coal Co.,		Fort Worth, Tex.
Hunter, E. D	Hunter Bros.,		56 Broadway, N. Y.
Hunter, E. O	Hunter Bros.,	Grain and Feed	3rd & Chestnut sts.
Hunter, Henry	R. Cleary Com. Co.,		318 Chamber of Commerce.
Hunter, T. M	The Albert Dickinson Co.,		Sixteenth and Clark sts., Chicago.
Huppert. W. E	Klausman Brewery Co..	Book-keeper	8639 S. Broadway.
Huse, Wm. L	Huse & Loomis Ice Co.,	Ice	Security Building.
Hussey, Thos. C	Hussey & Co.,	Grain	Carrollton, Ill.
Hussmann, Henry		Flour	10 S. Main st.
Husted, Edward C	St. Joe Lead Co.,		Laclede Building.
Hutches, B. F	Texas Land Advertising	Co	712 Commercial Building.
Hutchinson, Jas. E	Waverly Milling Co.		Waverly, Ill.
Hutchinson, R. R	Mechanics' Bank,	President	Fourth and Pine sts.
Hutchinson, Jas	Jas. Hutchinson & Sons,	Syrup & Sugar Bro	712 Spruce st.
Huttig, C. H	Huttig Sash & Door Co.,		3900 Chouteau ave.
Hypes, B. M		Physician	2005 Victor st.
Imbs, Joseph F	J. F. Imbs & Co.,	Flour Commission	120 S. Main st.
Imbs, Joseph J			
Inman, B	D. R. Francis & Bro. Com. Co.,		Laclede Building.
Isaacs, Chas. W	Isaacs & Sherry Grain Co.		314 Chamber of Commerce.
Isaacs, Eug. L	J. L. Isaacs Wall Paper Co.		1210 Olive st.
Isenstein, Wm	Anheuser-Busch Brew,	Co	Ninth and Pestalozzi sts.
Israel, Elmer L	H. & L. Chase,	Bags, etc	18 N. Main st.
Ittner, Anthony	Ittner Bros..	Brick Manuf	29 Telephone Bldg.
Ittner, Wm. B	Link, Rosenheim & Ittner,	Architects.	Union Trust Bldg.
Ives, Halsey C	Museum of Fine Arts,	Director	19th st. and Lucas pl.
Jacoby, Hugo	H. B. Eggers & Co.,	Millers	Eighth st. and Clark ave.
Janes, J. M			207 Chamber of Commerce.
Jacob, Joseph W	Continental Line,		Rialto Building.
Jannopoulo, D	Mo. Tent & Awning Co.,	Tents	218 Chestnut st.
Jarvis, Wm. W			
Jasper, Louis A	Jasper & Sellmeyer,	Commission	218 S. Main st.
Jennelle, J. A	Red Line,	Agent	Fourth and Chestnut st.
Jennings, Curtis M	Berthold & Jennings,	Lumber Commission	24 N. Fourth st.
Jenkins, Hunter Ben		Steamboat Agt	517 N. Levee.
Jinkins, B. C		Broker	Bank of Commerce Bldg.
Joerger, G. A		Teamster	Eleventh and Papin sts.
Johns, W. A	Swift & Co.,		National Stock Yards.
Johnson, A. C	St. L Com'l Bulletin,		115 Pine st.
Johnson, J. D	C. P. & J. D. Johnson,	Attorneys	Broadway & Walnut st.
Johnson, M. B	T. E. Price & Co.,	Commission	118 N. Fourth st.
Johnson, Chas	R. W. Weighing Ass'n.,	Agent	Security Building.
Johnson, Geo. W	Deceased.		
Johnson, Walter			
Johnston, George S		Tin Foil Manuf	6020 S. Broadway.
Jones, Breck	Miss. Valley Trust Co.,	2d V.-P & Counsel	101 N. Fourth st.
Jones, Charles, Jr		Farmer	3026 Morgan st.
Jones, Ezekiel	Jones-Pope Produce Co.,	Commission	915 N. Fourth st.
Jones, Geo. P	Geo. P. Jones & Co.,	Oil	710 N. Main st.
Jones, Henry T	More, Jones & Co.,	Brass Founders	3444 N. Broadway.
Jones, H. R. L	Mermod-Jaccard Jew. Co.,		Broadway and Locust st.
Jones, L. B		Real Estate	Wainwright Building.

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Name.	Firm.	Business.	Location.
Jones, L. F	Warren, Jones & Gratz,	Bagging	Rialto Building.
Jones, Paul G	Block, Dean & Co.,	Commission	417 Cham. of Com.
Jones, Vincent M	John Mullally Com. Co.,		405 Chamber of Commerce.
Jones, Wm. C	Wm. C. & J. C. Jones,	Attorneys	Laclede Building.
Jordan, J. M	Jordan Floral Co.,		822 Olive st.
Joy, Levi			101 S. Main st.
Joy, Charles F		Lawyer	Bank of Commerce Bldg.
Judson, F. N	Judson & Taussig,	Lawyers	421 Olive it.
Judd. W. D		Grain	6 S. Main st.
Jungebluth, Fr	W. D. Orthwein Grain Co.,		302 Chamber o9 Commerce.
Kaehler, E	Interstate Despatch,	Agent	116 N. Third st.
Kahmann, G. H	McGee, Kahmann & Co.,	Manufacturer	Kansas City, Mo.
Kahn, Joseph		Insurance	305 Olive st.
Kaime, Edwin F	J. E. Kaime & Bro.,	Real Estate	619 Chestnut st.
Kaiser, John G		Deceased	
Kaiser, Henry	John G. Kaiser & Co.,	Grocers	901 Franklin ave.
Kaiser, Jacob	Jacob Kaiser & Co.,	Manufacturers	204 S. Fourth st.
Kaiser, John H	John H. Kaiser & Co.,	Grocers	Eighth and Wash sts.
Kalb, G. O	G. O. Kalb & Co.,	Insurance	120 N. Third st.
Kalter, A	M. A. Kalter,	Hay and Grain	208 N. Fourth st.
Kammerer, L. G	Mullanphy Sav. Bank,	Cashier	1451 N. Broadway.
Karst, Eugene	St. L. Nat'l. Bank,	Cashier	207 N. Broadway.
Kaufman, Nathan	Mut. Ben. Life Ins. Co.,	Supt	Odd Fellows' Bldg.
Kauffman, John W	Kauffman Milling Co.,	Milling	400 Chamber of Commerce.
Kauffman, F. E	Regina Milling Co.,	Milling	601 S. Main st.
Kaune, Wm. G	Wonderly Coal Co.,		Edwardsville, Ill.
Kavanaugh, James		Ice	1712 Clark ave.
Keane, Wm	Keane & Grace,	Real Estate	923 Chestnut st.
Keeble, W. B	Senter & Co.,	Commission	25 S. Third st.
Keeler, Henry F	Borden Selleck,	Scales	612 N. Third st.
Kehoe, C. J	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Kehlor, D. M	Kehlor Bros.,	Milling	402 Chamber of Commerce.
Kehlor, J. B. M	Kehlor Bros.,	Milling	402 Chamber of Commerce.
Kehrmann, S	S. Kehrmann & Co.,	Insurance	Broadway and Market st.
Keim, Philip		Pork Packer	2850 DeKalb st.
Keiflein, John M	Consolidated Coal Co.,	Agent	Foot of Locust st.
Keirsey, W. H	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, John P			417 Pine st.
Keiser, C. J	Keiser Bros. Milling Co.,	Flour	Mt. Olive, Ill.
Keleher, P. F	P. F. Keleher & Co..	Bankers & Brokers	305½ Olive st.
Kellar, John A			St. Charles, Mo.
Kelley, Geo. D. L	Daily Com'l Bulletin,		115 Pine st.
Kelly, Patrick J	Cullen & Kelley,	Livery	1212 N. Seventh st.
Kemper, Henry	G. H. Kemper & Co.,	Grain and Flour	East St. Louis, Ill.
Kennard, John	Kennard & Sons Carpet	Co., Carpets	Broadway & St. Charles.
Kennard, Sam'l M	Kennard & Sons Carpet	Co., Carpets	Broadway & St. Charles.
Kennedy, M. A	M. A. Kennedy & Co.,	Commission	1134 N. Third st.
Kennedy, T. D	Jeremiah Murphy,	Pork Packer	2315 Morgan st.
Kennett, Wm. P	D. R. Francis & Bro.	Com. Co., Sec'y	Laclede Building.
Kenny, Thomas		Coal and Feed	2613 N. Jefferson ave.
Kent, Henry T		Lawyer	Union Trust Building.
Kent, H. V	A. M. Nelson Paint Co.		701 N. Second st.
Kerens, R. C			Security Building.
Kerls, Charles T		Flour and Feed	2031 Salisbury st.
Kern, Jacob	W. C. Wilkinson & Co.,	Commission	201 N. Main st.
Kern, Robert H		Attorney	509 Olive st.
Kerr, Thos	Dehner & Wuerpel,	Mill Furnishing Co	1607 S. Third st.
Kessler, Anthony	Anthn'y Kessler & Son,	Tanners	3217 N. Broadway.
Ketchum, Horace F	Brinson-Judd	Grain Co	414 Chamber of Com.
Keyes, S. P		Livery	1100 St. Ange ave.
Kidder, Edward M	Kidder & Wiggins,	Brokers	Bank of Commerce Bldg.

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Name.	Firm.	Business.	Location.
Kiely, P. M.	P. M. Kiely & Co.,	Commission	914 N. Third st.
Kier, Wm. F.		Physician	309 S. Broadway.
Kilcullen, Thos. B.	Francis Young Feed Co.		1911 Wash st.
Kimball, Benjamin		Insurance	411 Olive st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	Sixth and Locust sts.
King, Wm. M.	John Dwight & Co.		11 Old Slip, New York.
King, D. H.	Deceased.		
Kingsland, L. D.			1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		823 N. Second st.
Kinsella, James	Kinsella & Co.,	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	707 Spruce st.
Kinsky, George J.	Phœnix Fire Ext. Co.,		Security Bldg.
Kirby, E. B.	Deceased.		
Kircher, Jacob			628 N. Eighth st., Quincy, Ill.
Kirk, H. F., Jr.	Waggoner-Gates Milling Co.		Independence, Mo.
Kissner, John	Foskett & Kissner,	Feed	4245 N. Broadway.
Klaiber, Fred. J.		Poultry	3502 Manchester ave.
Klasing, Aug. F.		Groceries and Feed	5034 N. Broadw'y
Klauber, John	A. Klauber & Sons Iron &	Metal Co.	409 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron &	Metal Co.	409 S. Fourth st.
Klein, Jacob	Circuit Court,	Judge	Court House.
Kleine, Henry C.		Grocer	3000 McNair ave.
Klenk, Charles	A. Laux,	Pork Packer	113 Russell ave.
Klinger, S. H.	St. Louis Transfer Co.,	Manager	400 S. Broadway.
Klostermann, Wm. A.		Feed	2423 Cass ave.
Knebel, L.	L. Knebel & Co.,	Grain	Pierron, Ill.
Knehans, H. W., Jr.	H. W. Knehans & Sons,	Commission	1022 N. Third st.
Knight, Geo. W. J.		Salesman	Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Knoblauch, C. O.		Boneblack	27 S. Main st.
Knox, C. G.	St. L. National Stock Yards,	V.-Pres.	National Stock Yards, Ill.
Koch, J. O.	Breese Mill and Grain Co.		Breese, Ill.
Koechig, Wm.	Jos. A. Buckland & Co.,	Hay and Grain	103 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, Henry, Jr.	American Brewing Co.		2818 S. Seventh st.
Koehler, Hugo A.	The American Bw'g.Co.,		2825 S. Broadway.
Koehler, Julius H.	Columbia Br'wing Co.,		Twentieth and Madison st.
Koeingsmark, T.		Milling	Waterloo, Ill.
Koenig, William	Wm. Koenig & Co.,	Farm Machinery	120 S. Eighth st.
Kohlbry, Louis		Feed	3407 Missouri ave.
Kohlbry, Louis, Jr.	Louis Kohlbry,	Feed	3407 Missouri ave.
Kohl, F.	Kohl & Nieman,	Feed	Venice, Ill.
Kohn, Wm. M.	Kohn & Co.,	Brokers	315 N. Fourth st.
Kohn, R. D.	Kohn & Co.		315 N. Fourth st.
Kohring, Gerhard	G. Kohring & Bro.,	Wholesale Liquors	803 N. Second st.
Kolb, Adolph		Feed	806 S. Seventh st.
Konta, Alexander		Stocks and Bonds	311 Pine st.
Kortjohn, Henry	Fisse & Kortjohn,	Attorney	Laclede Building.
Kotany, M.		Stock and Bond Broker	411 Olive st.
Kracke, J. H.	J. H. Kracke & Co.,	Grain and Hay	200 N. Commercial st.
Kraft, C. L.			2310 Walnut st.
Kramer, Theodore		Feed	2838 Nebraska ave.
Krath, C.	Deceased.		
Krauss, John	Klausman Brewery Co.,	Brewers	122 Davis st.
Krausse, E. B., Jr.	Page & Krausse Mfg. &	Mining Co.	410 Valentine st.
Kraussnick, E. C.	Gessler & Kraussnick,	Brokers	411 Olive st.
Krenning, H. B.	F. H. Krenning & Sons,	Grocers	818 N. Third st.
Kress, John A.		U. S. A.	St. Louis.
Kretschmar, Ernest		Provisions	2700 Cherokee st.
Krey, Fred	John Krey & Son,	Pork Packers	21st and Bremen ave.
Krieckhaus, A.	A. Krieckhaus & Co.,	Hides and Commission	410 S. Main st.
Krieckhaus, Arthur	A. Krieckhaus & Co.,	Hides, etc.	410 S. Main st.
Krite, F. H.	Hezel Milling Co.,	Millers	East St. Louis, Ill.
Kroeger, Mathias	Henry Sayers & Co.,	Commission	216 N. Main st.

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Name.	Firm.	Business.	Location.
Kron, A		Livery Stable	2122 N. Tenth st.
Krueger, W. F		Feed	Luxemburg, Mo.
Kuenke, Henry		Flour and Feed	2651 Gravois ave.
Kuehne, Frank	Frank Kuehne & Co.,	Produce	1132 N. Third st.
Kuhlman, Henry W	Kuhlman & Bros.,	Grocers and Feed	2304 Bremen ave.
Kuhn, Francis	Ravenswood Distillery Co.		4399 W. Pine st.
Kuhs, Aug. H	Arsenal Brewery,		Twelfth and Lynch sts.
Kuhs, H. W	H. W. Kuhs & Co.,	Grocers and Com	28 S. Third st.
Kunz, Henry		Malster	1313 Ann ave.
Kupferle, E	Kupferle Bros. Mfg. Co.		600 N. Second st.
Kurtzeborn, Aug	Aug. Kurtzeborn & Sons,	Jewelry	412 N. Broadway.
Lackland, R. J	Boatmens' Bank,	President	4th and Washington ave.
Lackland, Edgar C			Laclede Building.
Lackland, Rufus J., Jr			Laclede Building.
Ladenberger, Chas	Wurst Coal and	Hauling Co	2136 DeKalb st.
Lahey, Thos. P	T. E. Price & Co.,	Brokers	118 N. Fourth st.
Laine, Michael		Builder	4030 N. Grand ave.
Laflin, Addison H			1263 First st., San Diego, Cal.
Lahee, Eugene H			Alton, Ill.
Lambrecht, Adolph	Huch, Lambrecht &	Co	Columbia, Ill.
Lamping, W. C	Crescent Elevator,		208 Chamber of Commerce.
Lamping, C. M	W. L. Green Com. Co.		204 N. Third st.
Lamy, Joseph F	S. W. Cobb & Co.,	Commission	317 Cham. of Com.
Lancaster, R. D		Real Estate	202 Eighth st.
Landau, Louis	Landau & Co.,	Grocers	527 N. Second st.
Lang, Geo. P	Haueisen & Lang,	Produce	1016 N. Third st.
Lang, George	Braun-Lang Com. Co.,	Flour and Commission	Gay Building.
Lang, B. H	P. P. Williams & Co.,	Commission	Cham. of Com. Bldg.
Langdale, W. H	St. L. & N. O. An. Line,	Purchasing Agent	118 N. Com. st.
Lange, Wm. A	German Mut. Life Ins. Co.		Bank of Commerce Building.
Langenberg, Geo. F	Langenberg Bro. &	Co., Commission	418 Cham. of Com.
Langenberg, H. F	Langenberg Bro. &	Co., Commission	418 Cham. of Com.
Langton, J. J. P		Prov. Broker	6 N. Commercial st.
Lanitz, George		Grain	Fourth and Pine sts.
Lanley, John W	Carondelet Milling Co.		7020 S. Broadway.
Lansing, E. W		Broker	Chamber of Commerce.
Lanyon, Robert		Smelter	Pittsburgh, Kas.
Larkin, Thos. H	Larkin & Scheffer,	Mfg. Chemists	Main and Anna sts.
Larimore, N. G			Larimore, North Dakota.
Latal, John J	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James	Columbia Zinc Works,		Marion, Ind.
Laughlin, J. R	Jas. M. Carpenter & Co.,	Real Estate	108 N. Eighth st.
Lawnin, Jos. D		Lumber	807 N. Levee.
Lawrence, Frank	Rio Chemical Co.		401 N. Main st.
Lederer, Samuel M	Pickel Stone Co.		1320 Old Manchester rd.
Lee, W. H	Merchants'-Laclede Nat'l Bk.,	President	Fourth and Olive sts.
Lee, Wm. H	W. H. Lee & Co.,	Wholesale Liquors	713 Lucas ave.
Leftwich, W. M	Leftwich Com. Co.		Republic Building.
Leftwich, Morris		Flour	Republic Building.
Lehman, S. M	Lehman Bros.,	Commission	16 William st., N. Y.
Lehmer, H. G	Scholten Photo Co.		1314 Olive st.
Leighton, Geo. E	Bridge & Bridge Mfg. Co.,	President	Rialto Building.
Lelong, A. A	Citizens' Bank,	Cashier	New Orleans.
Lemcke, L	L. Lemcke & Co.,	Commission	Fourth and Pine sts.
Lemcke, M. H		Insurance	104 N. Third st.
Lemp, Wm. J	W. J. Lemp Brewing Co.,	Brewer	Thirteenth and Cherokee.
Lemp, Louis F			Thirteenth and Cherokee.
Lemp, Wm. J., Jr			Thirteenth and Cherokee.
Lemp, Carl A			Thirteenth and Cherokee.
Leonhardt, R. H	Saxony Mills,	Flour	312 Lombard st.

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Name.	Firm.	Business.	Location.
Leonhardt, Martin W		Kehlor Mills	East St. Louis, Ill.
Leschen, Henry	A. Leschen & Son,	Rope and Cordage	920 N. Main st.
Levy, Falk		Notions	616 St. Charles st.
Lewedag, Chas	Chas. Lewedag & Co.,	Provisions	903 N. Fourth st.
Lewis, Turner T	Maramac Iron Co.,	Mining	Wainwrignt Building.
Lewis, J. R			203 N. Third st.
Lewis, John	Court of Appeals,	Clerk	Courthouse.
Liebke, C. Frank		Saw Mill	Second and Buchanan sts.
Liermann, John C		Feed	3228 S. Thirteenth st.
Liggett, John E	Liggett-Myers Tob. Co.,		719 Chestnut st.
Lightholder, Wm. P	Green & LaMotte,	Real Estate	724 Chestnut st.
Lightner, C. B	Schreiner-Flack Grain Co.,		118 N. Fourth st.
Lindblom, Robert	Robt. Lindblom & Co.,	Com	13 Cham. of Com., Chicago.
Linley, Ezra H		Merchant	714 N. Second st.
Linneman, Henry J		Drug Broker	320 N. Main st.
Lippelt, G. H., Jr	G. H. Lippelt & Co.,	Tents, etc	508 Washington ave.
Little, George H			4620 Easton ave.
Little. Wm. C	Wm. C. Little & Bro.,	Bankers and Brokers	411 Olive st.
Little, H. J	Wm. C. Little & Bro.,	Brokers	411 Olive st.
Lippelmann, John H	Benton Hay and	Grain Co	6500 Manchester ave.
Littler, Joseph W		Brokers	321 Pine st.
Litzau, Aug. H	Bode & Litzau Mer. Co.,	Feed	531 Manchester rd.
Lockwood, James Y	Miss. Riv. & Bonne	Terre Trans. Co	Security Bulding.
Loeb, C. M	American Metal Co.,		Security Building.
Loehr, F		Saloon	110 N. Third st.
Loewen, David	D. Loewen & Son,	Broom Corn	514 N. Main st.
Logeman, C. A	Logeman Chair Co.,		2000 N. Main st.
Lohmann, Wm. H		Hay and Grain	614 Ann ave.
Lohmeyer, Louis H	Lohmeyer & Co.,	Real Estate Agents	709 Chestnut st.
Loker, Geo. H	Carbo-Alumina Metal Co.,		4474 McPherson ave.
Lonergan, T. J			503 Chamber of Commerce.
Louderman, James H			510 Pine st.
Louderman, John H			510 Pine st.
Louderman, Jno. H			510 Pine st.
Louderman, Henry B			510 Pine st.
Louderman, H. B., Jr		Broker	Roe Building.
Love, J. G	C., M. & St. P. Ry.,	Agent	Houser Building.
Love, John E	Love & Sons	Real Estate	209 N. Eighth st.
Lowry, J. A	N. K. Fairbanks & Co.,		Rialto Building.
Lucas, Henry V			105 N. Third st.
Lucas, Joseph D		Real Estate	108½ N. Eighth st.
Lucas, John B. C			919 Chestnut st.
Ludington, F. H	H. & L. Chase	Bags	18 N. Main st.
Luehrmann, Aug. F. W	Luehrmann Bros.	Commission	2302 N. Second st.
Lueking, H. A			1404 Mullanphy st.
Lumaghi, Joseph	G. Lumaghi,	Coal	Wainwright Building.
Lungstras, Eugene	Lungstras Dyeing &	Cleaning Co	1300 Park ave.
Lusk, Isaac P	Diamond Joe Line,	Steamboat Agt	Foot of Wash'n ave.
Luth, Fred L	St. L. D. B. & Prov. Co.,	Provisions	800 Manchester ave.
Lyon, John	Zelle Bros. P. & C. Co.,		702 N. Third st.
Mack, Henry W	Connor Bros.,	Commission	Gay Building.
Madill, George A	Union Trust Co.,	President	Union Trust Building.
Maestre, Antonio		Commission	4595 West Belle pl.
Maffitt, Charles C	Iron Mountain Co.,		Security Building.
Maffitt, Wm	St. L. Union St'k Y'ds. Co.,		Bremen ave.
Maffitt, Wm. C			Security Building.
Maginn, Frank	Maginn & Hollman,	Insurance	Chamber of Com.
Maginnis, James A	J. A. Maginnis & Co.,	Saddlery	619 N. Fourth st.
Maguire, John		Real Estate	107 N. Eighth st.
Maguire Chas. J	Maguire Coal Co.,		Union Trust Building.
Maguire, Louis T	Oriel Glass Co.,		107 N. Eighth st.

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Name.	Firm.	Business.	Location.
Malin, James D		Saloon	413 Pine st.
Mallinckrodt, Edw	Mallinckrodt Chem.	Wks., Mfg. Chem.	Mallinckrodt & 2d.
Manion, T. C	C. R. R. of Ga.		Houser Building.
Mann, T. L	H. Griesedieck & Co.,	Malsters	1134 S. Twelfth st.
Mann, M. B			Pinckneyville, Ill.
Manewal, Aug	Manewal-Lange Cr'ker Co.		Sixth st. and Cass ave.
Mansur, A	Mansur-Tebbetts Imp. & Co.,	Farm Mach'ry	10th and Spruce sts.
Markham, W. H	W. H. Markham & Son,	Insurance	119 N. Third st.
Markham, G. D	W. H. Markham & Son,	Insurance	119 N. Third st.
Marks, David A	Stobie Cereal Mills,	Macaroni & Verm	711 N. Second st.
Marks, John J	Stobie Cereal Mills,		711 N. Second st.
Marquard, Geo. H	Geo. H. Marquard &	Bro., Grocers	841 Brooklyn st.
Marquis, P. S	S. E. Barrett Mfg. Co.,	Gravel Roofing	109 N. Ninth st.
Marshall, F. E	Continental Nat'l Bank,		Fourth and Olive sts.
Marshall, J. D	J. D. Marshall Livery Co.,		310 Walnut st.
Martin, C. T	C. H. Spencer Grain & Elev.	Co	203 Cham. of Commerce.
Martin, James	James Martin & Co.,	City Weighers	4 S. Commercial st.
Martin, M. E.		Merchant	Cham. of Commerce.
Martin, George		Commission	505 Cham. of Com.
Martin, Henry		Com	Fourth and Chestnut sts.
Martin, M., Jr		Broker	3116 Eads ave.
Martin, T. Orrie	Balt. Storage & L. Co.,		307½ Pine st.
Marx, Harry N	Marx & Haas,	Whol. Clothing	Tenth & Lucas ave.
Maschmeyer, Fred. W	Pratt, Simmons &	Kraussnick, Miln'y	515 Wash'on ave.
Mason, Frank I	St. Louis Tarpaulin Co.,		4 S. Commercial st.
Mason, Geo. M	Erie Despatch,	Agent	Laclede Building.
Mason, Isaac M			4 S. Commercial st.
Mason, Wm. H			4536 Westminster pl.
Massengale, John E	Tenn. Riv. Pack. Co.,	Secretary	Foot of Locust st.
Matthews, Wm		Insurance	18 N. Third st.
Matthews, Geo. T	Flackman & Matthews,	Oils, etc	808 N. Fourth st.
Matthews, Leonard			300 N. Fourth st.
Maune, August			2502 Hebert st.
Maune, Leonard		Groceries and Saloon	2348 Dodier st.
Mauntel, John J	John J. Mauntel & Co.,	Commission	Republic Building.
Maxon, John H	R. B. Brown Oil Co.,		Rialto Building.
Mayer, Fred	A. B. Mayer Mfg. Co.,	Fertilizers	1020 N. Twelfth st.
Mayger, George E		Grocers	620 N. Third st.
Maynard, J. F	Am. Ice Machine Co.		320 S. Third st.
Mayo, Wm. H		Masonic Secretary	Security Bldg.
Meagher, James	James Meagher & Co.,	Pork Packers	1800 N. Main st.
Meara, John G	Meara & Co.,	Leaf Tobacco	208 Market st.
Medanich, Thos		Ice	1811 Linn st.
Meek, A. J	Meek, Finger & Co.,	Millers	Marissa, Ill.
Meeks, J. C	Meeks-West Grocer Co.,		814 Spruce st.
Meier, Theo. G	Heine Safety Boiler Co.,		707 Bank of Commerce Bldg.
Meier, Louis J	Brockmeier & Sieving,	Commission	116 S. Main st.
Meinecke, Wm		Flour	1717 S. Broadway.
Meissonier, Gus. C	N. O. Anchor Line,	General Manager	Foot of Pine st.
Menefee, Geo. W	W. D. Judd,	Grain	506 Chamber of Commerce.
Menke, Geo. C	Nelson Distilling Co.,		824 N. Third st.
Mepham, Geo. S	G. S. Mepham & Klein,	Colors, etc	Levee and Sidney sts.
Mersman, Otto L	Nelson & Mersman,		Eighth and Chestnut sts.
Merten, J. H	J. H. Merten Com. Co.,	Flour	1109 N. Broadway.
Merten, W. G. H	J. H. Merten Com. Co.,		1109 N. Broadway.
Mertz, Jacob W	Natural Cold Storage Co.		7 S. Eleventh st.
Messerly, S. A		Live Stock	Union Stock Yards.
Messmore, John L	Ballard, Messmore &	Braun, Commission	Republic Bldg.
Messmore, A. L	Messmore, Gannett & Co.,		510 Chamber of Commerce.
Mette, Louis	Mette & Kanne,	Wholesale Liquors	403 N. Main st.
Methudy, L		Lumber	Wainwright Building.
Meyer, Edwin J	Wash'n Mut. Life Ins. Co.,		421 Olive st.
Meyer, Ferd P	John F. Meyer & Sons,	Miller	Laclede Building.
Meyer, George F	St. Louis Cooperage Co.,		Main and Arsenal sts.
Meyer, John P			Commercial Building.

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Name.	Firm.	Business.	Location.
Meyer, Herman J	Meyer & Bulte,	Flour	Laclede Building.
Meyer, C. H	C. H. Meyer & Co.,	Hay and Grain	1104 Cass ave.
Meyer, C. F. G	Meyer Bros. Drug Co.,	Druggists	Fourth st. & Clark ave.
Meyer, Theo. F	Meyer Bros. Drug Co.,	Druggists	Fourth st. & Clark ave.
Meyer, F. Heinrich	Brinckmeyer-Meyer	Hay & Grain Co	1109 N. Broadway.
Meyer, John F	John F. Meyer & Son,	Millers	Laclede Building.
Meyer, Peter H		Feed	1308 N. Ninth st.
Meyer, Henry		Saloon	8639 S. Broadway.
Meyer, Henry		Produce	917 N. Fourth st.
Meyer, J. H. Aug	Meyer Supply Co.,	Brewers' Supplies	22 S. Main st.
Meyer, Chas. W	St. Louis Brewing Ass'n.		1724 Lafayette st.
Meyer, Rudolph F	German Sav. Inst.		Fourth and Pine sts.
Meyer, Julius G	Brinckmeyer-Meyer	Hay & Grain Co	1109 N. Broadway.
Meyseuberg, T. A	Tudor Iron Works,	Manuf'y Iron	415 Locust st.
Michael, Martin		Transportation	2451 Kosciusko st.
Michaelis, Ernst			Gay Building.
Michel, Fred J		Teamster	1458 Chambers st.
Michenfelder, C. J	Michenfelder & Co.,	Commission	208 Market st.
Midlam, W. T	Empire Line,		224 Chestnut st.
Miller, H. P		Deceased	
Miller, Edgar		Real Estate	Commercial Building.
Miller, Aug	Miller Grain and Elev. Co.,		516 Chamber of Commerce.
Miller, H. J. J	Miller Grain and Elev. Co.,		516 Chamber of Commerce.
Miller, Thos. P	St. James Hotel,	Proprietor	Broadway & Walnut st.
Miller, W. H., Jr	East St. L. Ice Mfg.	Storage Co	East St. Louis, Ill.
Milliken, B. H			322 Pine st.
Milliken, John T	John T. Milliken & Co.,	Mfg. Chemists	204 N. Second st.
Millsaps, R. W	Capital State Bank,	President	Jackson, Miss.
Millspaugh, F. C	Goddard & Hall,	Commission	514 Cham. of Com.
Minary, Joe S	Southern Railway Co.,		4041 S. Broadway.
Minch, George	G. Minch & Co.,	Railroad Supplies	Commercial Bldg.
Miner, F.	Rodman & Co.,	Broker	108 N. Fourth st.
Mitchell, W. R	Grimm & Mitchell,	Grain	100 N. Fourth st.
Mittenewey, R. A			
Mittler, John G	John Wahl & Co.,	Commission	Main and Market sts.
Moerschel, Jacob	Spring Brewing Co.		St. Charles, Mo.
Moffett, L. A	Moffett & Franciscus,	Real Estate	703 Chestnut st.
Moffitt, Charles S	Hubbard & Bartlett	Com. Co	Fourth and Pine sts.
Moffitt, N. L	Hubbard & Bartlett	Com. Co	Fourth and Pine sts.
Mohan, P			Planters' House.
Mohlenbrock, Malto	Mohlenbrock Milling	Miller	Campbell Hill, Ill.
Mokler, Michael F	Camp Spring Mill Co.		516 Chamber of Commerce.
Moll, Adolph	A. Moll Grocer Co.,	Grocer	614 Franklin ave.
Mook, George J	Flesh & Mook Painting	Co	417 N. Third st.
Moore, Austin R	St. L. & Miss. Val. Tr. Co.,	Treasurer	Main and Walnut sts.
Moore, Eugene H	Shale Brick Co.,		172 Washington st., Chicago, Ill.
Moore, J. George	Barrett-Moore Com. Co.		122 N. Commercial st.
Morard, Louis J			
Moran, John	Moran Bolt and Nut Mfg.	Co	Main and Florida sts.
More, James B			Sixth & D sts., Ft. Smith, Ark.
Morgan, George B		Real Estate	411 Commercial Bldg.
Morgan, George H	Merchants' Exchange,	Secretary	Merchants' Exchange.
Morgan, Arthur R	Cole Com. Co.,	Commission	213 N. Second st.
Morris, A. J	St. Louis Ice M. and S.		713 S. Main st.
Morris, H. E	Cumberland Gap Despatch		Houser Building.
Morris, R. H	L., H. & St. L. Ry.,	Agent	206 N. Broadway.
Morrison, Chas		Attorney	Waterloo, Ill.
Morrison, Thomas		Tents	115 Olive st.
Morrison, Robt. W	R. W. Morrison & Co.,	Contractors	408 N. Eleventh st.
Morriss, Alex	A. W. Morris & Co.,	Live Stock	National Stock Yards.
Morrissey, John F	J. F. Imbs & Co.,	Millers	120 S. Main st.
Morschel, C		Gravel	3848 Chouteau ave.
Morse, Thomas P	St. L. Sect'l Dock Co.,	Superintendent	Foot of Marceau st.
Morse, Samuel S	Morse Bros.,	Commission	400 N. Second st.
Morton, T. B	Messmore, Gannett & Co.,	Commission	509 Cham. of Com.

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Name.	Firm.	Business.	Location.
Moser, Leo		Hotel	819 Pine st.
Mudge, Geo	D. R. Francis & Bro. Com.	Co	Laclede Building.
Mueller, Theodore		Apiarist	7018 Michigan ave.
Mueller, Ignatz F.	Mueller Bros. Furn.	and Carpet Co	910 S. Fourth st.
Mueller, Henry	Mueller Transfer Co.		2520 Bismarck st.
Mueller, William G	Mueller-Block P. Co.		813 N. Third st.
Mueller, Chas			
Mueth, Charles	Mueth & Brungard,	Commission	119 N. Main st.
Mulcahey, Morris		Teamster	6 S. Main st.
Mulcahey, Patrick		Builder	3216 St. Louis ave.
Mulford, W	W. Mulford & Co.,	Brokers	311 Pine st.
Mullally, John	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Martin J	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Joseph J	F. P. Carleton & Co.		206 N. Third st.
Mullen, James R	Mullen & Hoppius	Painting Co	114 Olive st.
Mullen, Jerome F	Green & LaMotte,	Real Estate	Eighth and Chestnut.
Murphy, Jeremiah		Pork Packer	2315 Morgan st.
Murphy, P. C		Trunks	504 N. Third st.
Murphy, J. L		Grain	Pinckneyville, Ill.
Murphy, M. J			1023 Chestnut st.
Myers, E. M	Geo. Taylor Commission Co.		24 S. Main st.
Myerson, Samuel F		Printing	Third and Vine sts.
Myerson, G. S	Nelson Morris & Co.,	Pork & Beef Pkrs	Nat'l Stock Yds.
Mynders, Arnold H	H. Rogers & Co.,	Salt	220 Pine st.
MacAdam, D. H		Lawyer	Broadway and Walnut st.
McAllister, R. S	American Refrigerator	Transit Co	Commercial Building.
McAllister, John	McAllister & Co.,	Pork Packers	Mound and Levee.
McBlair, Wm		Manfs. Agent	507 N. Third st.
McCaffrey, James		U. S. Appraiser	Third and Olive st.
McCall, Louis	McCall & Haase Carriage	Co.	Eighteenth and Pine sts.
McCann, James V	Gay & McCann,		13 N. Seventh st.
McCarthy, H. T	W. H. Chappell & Co.,	Chemicals	14th and Austin sts.
McClellan, C. W	Eaton, McClellan & Co.,	Commission	6 S. Main st.
McClellan, J. S	Eaton, McClellan & Co.,	Commission	6 S. Main st.
McClellan, Thos. G	Memphis & Charleston	Ry	207 Chamber of Commerce.
McCloskey, Hugh	McCloskey Bros.,	Com	Poydras & Magazine sts., N.O.
McCluney, John H	State Bk. of St. L.,	Cashier	Fourth and Locust sts.
McClung, James	Vandalia Line,	Contracting Agent	509 Chestnut st.
McClure, Claud W	McClure Bros. Com.	Co	116 N. Fourth st.
McClure, G. E	Scrugg-McClure Coal Co.,		526 Locust st.
McClure, C. E	West Shore F. F. Line,	Agent	Rialto Building.
McCormack, Edw	Birdseye & McCormack,	Cotton	Main and Walnut sts.
McCormick, Sam'l T	Liggett & Meyers	Tobacco Co	1226 Washington ave.
McCoy, Wm. C	Plant Milling Co.		502 Chamber of Commerce.
McCulloch, Richard	Cass Ave. & F. G.	Ry. Co	3820 Easton ave.
McCulloch, Robert	Citizens' Ry. Co.,	Superintendent	3820 Easton ave.
McCully, Wm	McCully Stonemason Co.,		904 Olive st.
McDonald, John		Contractor	Fort Scott, Kan.
McDonnell, John		Pork Packer	Second & Bremen ave.
McEnnis, Michael			Kirkwood, Mo.
McGehee, Jas. Stewart	W. L. Green Com.	Co	204 N. Third st.
McGrath, Michael K		Lawyer	509 Chestnut st.
McGrew, Geo. S	Geo. D. Barnard & Co.,	Blank Books	Laclede & Vandeventer.
McGroarty, Edw. J	Brady & McGroarty,	Hay, etc	Ninth st. and Cass ave.
McHale, Patrick	McHale & Owens Bros.,	Commission	Union Market.
McIntyre, Geo	Insurance,	Agent	Union Trust Building.
McKean, F	F. McKean & Co.,	Commission	206 N. Third st.
McKeen, Chas. S	M. M. McKeen & Co.,	Commission	6 N. Second st.
McKeen, M. M	M. M. McKeen & Co.,	Butter and Cheese	6 N. Second st.
McKinley, Crittenden	W. Anth. Coal Co.,	Coal	Laclede Building.
McLure, C. D	Bi-Metallic Mining Co.,	Vice-President	Fourth and Olive sts.

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Name.	Firm.	Business.	Location.
McMahan, J. H	J. H. McMahan & Co.,	Brokers	201 N. Second st.
McManama, M. G	N. K. Fairbanks & Co.		Rialto Building.
McMillan, Wm	Mo. Car & Foundry Co.,	President	509 Chestnut st.
McMorrow, P. J	P. J. McMorrow & Co.,	Brokers	Chamber of Commerce.
McNair, L. G	McNair, Harris Real	Estate Co	722 Chestnut st.
McNair, John G	McNair, Harris Real	Estate Co	722 Chestnut st.
McNeily, J. A	McNeiley & Mitchell,	Live Stock	Union Stock Yards.
McPheeters, T. S	McPheeters' Wareh. Co.,	Warehouse	1104 N. Levee.
McRee, W. G		Real Estate	Union Trust Building.
McReynolds, E. S			1825 N. Grand ave.
McSorley, B. J	Nedderhut P. & P. Co.,	Provision	313 S. Main st.
Nagel, Charles	Nagel & Kirby,	Lawyer	Security Building.
Nagle, Pierre		Cut Stone	816 Chestnut st.
Nagle, Richard		Teamster	305 N. Second st.
Nanson, Joseph S	Nanson Commission Co.		202 Chamber of Commerce.
Napierski, Gottlieb C	Hubbard & Bartlett,	Commission	Fourth and Pine sts.
Nash, George	Nash-Smith Tea and Coffee	Co	918 N. Sixth st.
Nasse, August	Fink, Nasse & Gildehaus,	Wholesale Grocers	9th & Spruce sts.
Nedderhut, A	Nedderhut Warehouse Co.		Main and Cedar sts.
Nedderhut, C. Otto	Nedderhut P. & P. Co.		313 S. Main st.
Nedderhut, Wm	Groceries and	Hardware	2312 Chouteau ave.
Nedderhut, Emil A	Nedderhut Warehouse	Co	Main and Cedar sts.
Needham, James	Annan, Burg & Smith,		Fourth and Chestnut st.
Neibert, John		Pork Packer	2222 Chouteau ave.
Nelson, L. C			207 N. Broadway.
Nelson, S. R	Collins Bros. Drug Co.		424 N. Second st.
Nelson, Wm. P	Nelson & Mersman,	Real Estate	723 Chestnut st.
Nesbitt, Jonathan	C. & A. R. R. Gen'l	Live Stock Agent	216 N. Broadway.
Neuhoff, Hector		Lawyer	305 Olive st.
Newell, James P	Merchants' Exchange,	Doorkeeper	Chamber of Commerce.
Nichols, R. M		Lawyer	Bank of Commerce Bldg.
Nichols, Wesley			3205 Pine st.
Nichols, Wm	Commercial Bank,	President	Fourth and Pine sts.
Nicholls, Chas. C	Nicholls-Ritter Realty	Co	713 Chestnut st.
Nickerson, John	Mer.-Laclede Nat'l Bk.,	Cashier	Fourth and Olive sts.
Nicol, R. H	R. H. Nicol & Co.,	Brokers	203 Chamber of Commerce.
Nicolaus, Henry	Green Tree Brewery Co.,	Superintendent	Ninth and Sidney.
Niedringhaus, Alex	St. L. Press Brick Co.		Equitable Building.
Niedringhaus, Thos. K	St. L. Stamping Co.,	Manufacturers	2nd and Cass ave.
Niedringhaus, F. G	St. L. Stamping Co.,	Manufacturers	2nd and Cass ave.
Niedringhaus, Wm. F	St. L. Stamping Co.,	Manufacturers	2nd and Cass ave.
Niedringhaus, Geo. W	St. L. Stamping Co.,	Manufacturers	2nd and Cass ave.
Niemann, G. A	Kohl & Niemann,	Grocer	Venice, Ill.
Niese, Julius	Niese Grocer Co.,	Grocer	27 S. Main st.
Niggeman, G. A	Niggeman & Sayers,	Pork Packers	1308 N. Main st.
Nipher, Francis E			
Nisbet, W. W	Mut. Life Ins. Co. of N. Y.		421 Olive st.
Noble, John W	Noble & Shields,	Lawyer	Rialto Building.
Noel, Henry G	Noel-Young Bond & Stock	Co., Bankers	217 N. Fourth st.
Noel, Henry M	Noel-Young Bond & Stock	Co., Bankers	217 N. Fourth st.
Nohl, Francis		General Agent	Fourth and Market.
Nolan, W. T	C. P. Burr & Co.,	Commission	Rialto Building.
Nolker, W. F	Brinkworth & Nolker	Brew. Co., Br'wrs	1714 Cass ave.
North, Flavius J		Attorney	Benton, Mo.
Northrop, Reid	Am. Ref. Trans. Co.,	President	Commercial Building.
Northrop, Sanford	Am. Ref. Trans. Co.,		Commercial Building.
Norris, Wm. W	W. S. McCrea & Co.,	Com	Board of Trade, Chicago.
Norvell, H. I	Seaboard Air Line,	Agent	407 Chamber of Commerce.
Noyes, Wm. A		Insurance	203 N. Third st.
Nulsen, John C	Mo. Malleable Iron Co.,		East St. Louis, Ill.
Nurre, Frank	H. Nurre,	Feed	1515 Market st.

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Name.	Firm.	Business.	Location.
Obert, Louis	Arsenal Brewery,	Brewers	Twelfth and Lynch sts.
Obert, Louis, Jr	Louis Obert,		2700 S. Twelfth st.
O'Brien, John	John O'Brien Boiler	Works Co	11th and Mullanphy sts.
O'Brien, Wm. S			3142 Easton ave.
Ocker, Henry W	John Wahl Com. Co.		2 S. Main st.
O'Connor, P. J. J	O'Connor & Co.,	Market Reporter	112 Chestnut st.
O'Connor, P. J. J., Jr			
Odendahl, F. J	Glover & Odendahl,	Commission	318 Poydras st., N. O.
O'Donnell, Hugh	Jerome Hill Cotton Co.,		116 S. Main st.
O'Donnell, John	Jno. O'Donnell & Bro.,	Contractors	1912 Carr st.
O'Donnell, Patr'k	Jno. O'Donnell & Bro.,	Contractors	2115 Wash st.
Oehler, Emil	Ill. Hydraul. Press Brick Co.,	Gen. Mgr	Odd Fellows Building.
Oetgen, Fred		Teamster	1458 Chambers st.
O'Hara, Henry	Union Ref. Transit Co.,	President	Commercial Building.
Ohrndorf, Chas. W	Standard Eagle Box	Mfg. Co	200 Chouteau ave.
O'Meara, J. B		Contractor	904 Olive st.
O'Neil, Peter A			Eighth and Locust sts.
Onstatt, Don	DuQuoin Mill Co.,		DuQuoin, Ill.
Oohk, Christian			1412 Sullivan ave.
O'Reilly, Robert J		Physician	602 N. 17th st.
O'Reilly, Thomas		Physician & Capitalist	602 N. 17th st.
Orr, Ed. S	B. & O., S. W. Ry.,	Gen'l. Agent	Rialto Building.
Orthwein, Chas. F	C. F. Orthwein & Sons.	Commission	Laclede Building
Orthwein, W. J	C. F. Orthwein & Sons,	Commission	Laclede Building.
Orthwein, Chas. C	C. F. Orthwein & Sons,	Commission	Laclede Building.
Orthwein, W. D	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, F. C	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, W. E	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orvis, Otto A	Brinson-Judd Grain Co.		415 Chamber of Commerce.
Ostermeyer, Philip		General Store	8022 N. Broadway.
Ostermayer, Geo	Philip Ostermayer		8024 N. Broadway.
O'Shea, Joseph M		Grain	Rialto Building.
Ott, Wm. F	Union Storage Co.,	Secretary	Foot Florida st.
Otto, Edward	Bauer Bros.,	Stock Brokers	205 N. Third st.
O'Toole, Wm	John Mullally Com. Co.,		405 Chamber of Commerce.
Overall, John H		Lawyer	Laclede Building.
Overstolz, Herman		St'ms'p Agt & Bnkr	B'wy & Ch'snut.
Owens, John P			919 Collins st.
Owens, Lawrence	McHale & Owens Bros.,	Poultry and Game	Union Market.
Owens, G. A	St. Louis Grain Elevator		Rialto Building.
Owings, Zebulon P	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Paddock, Gaius	Paddock-Hawley Iron Co.,		Tenth and Spruce sts.
Page, T. M	Page & Krausse Mfg. &	M. Co., Zinc & Chem,	410 Valentine st.
Pahlman, Wm. F	Pahlman Bros.,	Livery Stable	2953 Easton ave.
Palmer, Don McN	Union Stock Yds.,	Superintendent	Bremen ave.
Panhorst, J. C	Staunton Milling Co.,		Staunton, Ill.
Papin, Edw. V	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Parsons, Charles	State Bank of St. Louis,	Banking	Fourth and Locust sts.
Paschedag, William		Teamster	2812 N. Grand ave.
Patterson, M. E		Barrel Stock	4033 Bell ave.
Paule, D	D. Paule Mercantile Co.,	Flour and Grain	7700 Ivory ave.
Paule, Edwin J	D. Paule Mercantile Co.,		7700 Ivory ave.
Paule, Herman		Feed	7519 S. Broadway.
Pauley, Frank C		Druggist	Easton & Compton aves.
Pauly, Peter J	Pauly Jail Bldg. Mfg. Co.,		2215 DeKalb st.
Pearce, Chas. E		Lawyer	310 Olive st.
Pearson, Wm. R		Mining Engineer	3558 Lindell ave.
Pechmann, Julius	Pechmann Bros.,	Confectioners	3201 Lucas ave.
Peck, Charles H			1019 Chestnut st.
Peck, Stephen	Peck Realty Co.,		1019 Chestnut st.
Peckham, O. H	O. H. Peckham Candy	Mfg. Co	Seventh and Spruce sts.

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Name.	Firm.	Business.	Location.
Peirsel, U. B	Kanawha Despatch,	Agent	Rialto Building.
Peisch, George	Geo. Peisch & Bro.,	Painters	1105 S. Eighteenth st.
Peniston, Thomas	Eagle Packet Co.,	Agent	Foot of Vine st.
Pennington, Alfred			827 N. Fourth st.
Peper, Christian		Tobacco	721 N. Main st.
Peppard, J. G		Seeds	Kansas City, Mo.
Perry, W. W. C		Investigator of Titles	3733 N. 25th st.
Perry, Ira	Ira Perry Pie Co.,	President	821 S. Tenth st.
Perry, Ira W	Ira Perry Pie Co.,	Secretary	821 S. Tenth st.
Perryman, J. L			Ash Grove, Mo.
Peters, F. W	Peters Dry Goods Co.,		2604 N. Fourteenth st.
Petri, Arthur C			207 Chamber of Commerce.
Petri, T, F	C. H. Spencer Grain & El. Co.,		203 Chamber of Commerce.
Pettker, Henry		Grocer	2300 Cass ave.
Peugnett, Ernest	Peugnet & Hemenway,	Insurance Agent	305 Olive st.
Pfeffer, C. J	Pfeffer Milling Co.,		Lebanon, Ill.
Pfeifer, Wm		Grocer	2900 Machester rd.
Phelps, H. W	Merrick, Walsh & Phelps	Jewelry Co	511 Olive st.
Phillips, R. F	R. F. Phillips & Co.,	Cotton Brokers	105 Walnut st.
Phillips, Alex V	Bemis Bros. Bag Co.,		Fourth and Poplar sts.
Picher, O. H	Picher Lead Co.,		Joplin, Mo.
Picher, W. H	Picher Lead Co.,		Joplin, Mo.
Picker, Erich	Picker & Beardsley,	Commission	214 N. Main st.
Pickel, W	Pickel Marble & Granite Co.,		1901 N. Broadway.
Pierce, H. C	Waters Pierce Oil Co.,	Oils	Odd Fellows Building.
Pierce, Wm. B	Alton Roller Milling Co.,		Alton, Ill.
Pingree, Samuel S	F. C. Taylor & Co.,	Commission	208 N. Main st.
Pironi, G. C	Pironi & Co.,	Grocers	2147 Clark ave.
Pirie, A. H	St. Louis Paper Co.,		Third and Vine sts.
Pittman, Asa	Woodward & Tiernan	Printing Co	309 N. Third st.
Plant, Alfred	Plant Seed Co.,	Seeds	812 N. Fourth st.
Plant, F. S	Plant Seed Co.,	Seeds	812 N. Fourth st.
Plant, George H	Geo. P. Plant Mill. Co.,	Millers	502 Chamber of Commerce.
Plant, George J	Geo. P. Plant Mill. Co.,	Millers	502 Chamber of Commerce.
Plant, Wm. E			1100 St. Ange ave.
Plant, Samuel	Geo. P. Plant Mill Co.,		502 Chamber of Commerce.
Platt, P. C	Platt & Thornburgh Paint &	Oil Co	Seventh and Franklin ave.
Poe, John W	M. Eisenstadt Jew'y. Co.,		Sixth and Pine sts.
Pomeroy, E. A			2738 Russell ave.
Pommer, Robert	D. I. Bushnell & Co.,		109 N. Second st.
Pope, Henry O	Jones-Pope Produce Co.,		915 N. Fourth st.
Pope, Wm. S		Lawyer	219 N. Fourth st.
Pope, John J	Pope-Currie Com. Co.,		42 Gay Building.
Pope, Chas	Chas. Pope Glucose Co.,		42 River st., Chicago, Ill.
Porteous, W. M	Can. Pac. Despatch,	Agent	125 Chamber of Commerce.
Porter, John C	Hope Mining Co.,	President	Laclede Building.
Post, Lewis W	Blackmer & Post,	Sewer-Pipe Co	Sixth & Locust sts.
Post, W. S		Mill Feed	Fourth and Chestnut sts.
Postel, Julius	Postel Milling Co.,		Mascoutah, Ill.
Postel, John Ph	P. H. Postel Mill. Co.,	Millers	Mascoutah, Ill.
Postel, George	P. H. Postel Mill. Co.,	Millers	Mascoutah, Ill.
Potter, Henry S	St. Louis Hay Exch.,	President	602 Theresa ave.
Powell, D. R	Carroll & Powell,	Insurance	115 N. Third st.
Powell, George F	Connor Bros.,	Commission	Gay Building.
Powell, Willis J	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc	325 N. 2nd st.
Power, John		Ice	27 S. Sixteenth st.
Powers, Wm. F	Geo. P. Plant Mill Co.,	Millers	Main and Chouteau ave.
Prante, C. F		Hay and Grain	214 Lesperence st.
Prather, John G			3738 Westminster pl.
Prewitt, T. F		Physician	3101 Pine st.
Price, Thos, E	T. E. Price & Co.,	Commission	118 N. Fourth st.
Price, Burtis	T. E. Price & Co.,	Commission	104 N. Third st.
Price, Elwyn		Stock	Versailles, Mo.
Priesmeyer, W. H		Salt	1003 Carr st.
Primm, V. B	So. Pacific Co.,	Agent	Rialto Building.

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Name.	Firm.	Business.	Location.
Prince, L. L			
Pritchet, John		Commission	Gay Building.
Proskauer, Adolph	Manhattan Life Ins.	Agent	325 Olive st.
Prunty Chas. E		*Grain and Grass Seed	1 S. Main st.
Puff, Fred	Brosseau & Co.,		Board of Trade, Chicago.
Quesnel, Chas. J	Chris. Sharp Com. Co.,	Commission	202 N. Main st.
Quinlivan, Sol. J.	Sol. J. Quinlivan & Sons,	Grain and Produce	212 N. Main st.
Quinlivan, Jas. F.	Jas. F. Quinlivan & Bro.,	Feed	800 Theresa ave.
Quinlivan, Thos. E	Jas. F. Quinlivan &	Bro., Feed	800 Theresa ave.
Quinette, Oliver, Jr	Sam'l Cupples	Woodenware Co	7th & Spruce sts.
Quirk, D. L., Jr			Ypsilanta, Mich.
Quisenberry, James T			
Raacke, Gus. A	Fred. Raacke & Son,	Insurance	101 N. Third st.
Raleigh, John J	Jno. Hancock Mut. Ins.	Co	Chemical Building.
Ranken, Robert		Real Estate	201 N. Third st.
Rapp, Charles M	L. Garvey & Co.		1412 N. Third st.
Rassfeld, A	A. Rassfeld & Co.,	Wholesale Liquors	222 Market st.
Rassieur, Leo		Judge Probate Court	Court House.
Rauh, Chas. H		Dry Goods	10th st. & Washington av.
Rausch, Chas	E. C. Chamberlain & Co.		515 Chamber of Commerce.
Rawlings, E. W	Altheimer & Rawlings,	Bonds and Stocks	208 N. Fourth st.
Reardon, James A	Reardon Glue Co.		1015 Lucas ave.
Rebstock, Charles	Chas. Rebstock & Co.,	Wholesale Liquors	200 S. Main st.
Reck, Anton			920 N. Main st.
Redemeyer, W. H. Jr	Redemeyer &	Hollister Com. Co	1037 N. Third st.
Regel, Charles	Baur & Regel,	Flour	833 N. Third st.
Rehbein, Albert A	H. A. Rehbein & Co.,	Commission	105 N. Main st.
Reifeiss, Louis		Pork Packer	1029 Allen ave.
Reifsnyder, J. H	St. Louis Cotton Com.	Co	Main and Rutger st.
Reller, August F	A. F. Reller & Son,	Groceries and Feed	3533 N. Broadw'y
Reyburn, Valle		Lawyer	509 Olive st.
Reynolds, Alfred C		Cotton and Com	315 Cham. of Com.
Reynolds, J. A		Farmer	Venice, Ill.
Rhein, John		Cooper	2763 Chouteau ave.
Rhoads, E. C		Lawyer	Belleville, Ill.
Rhodes, George S		Teamster	8 S. Main st.
Rice, Thomas A	Rice-Dwyer Real Est. Co.		322 Chestnut st.
Rice, E. P	Anderson & Rice,	Real Estate	917 Chestnut st.
Richards, H. A	Great Eastern Line,		104 N. Fourth st.
Richards, Wm		Teamster	Levee and Carroll st.
Richardson, Arthur P	Harrison-Berry	Com. Co	Republic Building.
Richardson, J. C	Chemical Nat'l Bank,	President	316 N. Sixth st.
Richardson, Jas. S			40 Perdido st., New Orleans.
Richeson, Thomas	Collier White Lead Co.,	White Lead	Tenth st. and Clark ave.
Richmond, Manley G	Shaw & Richmond,	Commission	829 N. Third st.
Rickart, O. H. P		Commission	Chamber of Com.
Ricker, F. H	Bank of Commerce.		Bank of Commerce Building.
Ricker, Ira E			
Riechmann, F		Feed Store	1324 Sullivan ave.
Riehl, Henry	Hydraulic Press Brick Co.,	Assistant Superintendent,	Kings Highway and New Manchester rd.
Riepenhaus, Ernest	Carroll & Powell,	Insurance	115 N. Third st.
Riley, John E	E. B. White Grain Co.,	Commission	208 Cham. of Com.
Ring, John		Provision Broker	213 Cham. of Com.
Ring, James J			Chamber of Commerce.
Ring, Vincent P	Christy Fire Clay Co.		Laclede Building.
Rippe, Charles		Tents, Tarpaulins, etc	19 S. 4th st.
Riske, H. J	Wibracht Riske & Co.		100 N. Fourth st.

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Name.	Firm.	Business.	Location.
Risque, Ferd. W.	F. W. Risque & Co.,		305 S. Seventh st.
Roach, James H.	Union Depot R. R. Co.,	Secretary	1761 Missouri ave.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Robertson, J. K.		Farmer	Carrington, Mo.
Robinson, Geo.	Basye & Robinson,	Commission	116 N. Main st.
Robinson, Archie		Insurance	117 N. Third st.
Robinson, George R.		Bagging	Twelfth and Gratiot st.
Robinson, C. McD.	E. B. White Grain Co.		208 Chamber of Commerce.
Robinson, J. E.		Grain Inspector	416 Cham. of Com.
Robinson, Geo. R., Jr.			220 Pine st.
Robyn, Paul	Roeslein & Robyn,	Insurance	301 Chestnut st.
Roeder, Fred'k J.	Miller Bros. & Co.,	Commission	932 N. Third st.
Roeder, Charles	Chas. Roeder & Co.,	Butter and Cheese	129 Market st.
Roederer, E. L.	Nickel Plate F. F. Line,		Rialto Building.
Roemheld, Wm.		Flour	1131 Morrison ave.
Roennigke, Ed. C.	Teichman Com. Co.		Republic Building.
Roennigke, Edw.			Gay Building.
Roennigke, Fred.	Oswald Graves Grain	Co.	412 Chamber of Commerce.
Roennigke, Theo.			
Roeslein, Anthony	Roeslein & Robyn,	Insurance	301 Chestnut st.
Roepke, Louis		Druggist	3801A N. Twenty-fifth st.
Roever, John C.		Feed	4101 Natural Bridge Road.
Rogers, Albert Jackson	Rogers Salt Co.		220 Pine st.
Rooke, Wm. A.		Broker	210 Chamber of Commerce.
Roper, A. C.		Commission	102 N. Fourth st.
Roper, R. E.	Schreiner-Flack Grain Co.,		116 N. Fourth st.
Roper, John S.	Grafton Quarry Co.		415 Locust st.
Rose, Hugh C.	Rose & Parle,	Brokers	307 Pine st.
Rosenberg, G.			208 N. Fourth st.
Ross, Jacob	Mound City Distilling Co.		2116 S. Second st.
Roth, Adam	Adam Roth Gro. Co.,	Wholesale Grocer	435 S. Seventh st.
Roth, Geo. A.	Adam Roth Gro. Co.,	Wholesale Grocer	435 S. Seventh st.
Roth, Gottlieb		Feed	Sutter P. O., St. Louis Co.
Rothschild, Julius	Rothschild Bros.,	Hats	1100 Washington ave.
Rottmann, John H.	J. H. Rottmann Dis.	Co., Liquors	819 N. Fourth st.
Rotty, E. J.	E. J. Rotty & Co.,	Feed	2100 S. Seventh st.
Rowan, L.	Rowan & Co.,	Grain	Shawneetown, Ill.
Rowell, Clinton	Rowell & Ferris,	Lawyers	418 Olive st.
Rowland, D. P.		Insurance	100 N. Third st.
Rowse, Edward C.		Real Estate	Columbia Building.
Ruane, James	James Ruane & Son,	Painting	1119 Pine st.
Rulfs, C. C.	C. C. Rulfs & Co.,		930 N. Third st.
Rumsey, Lewis M.	L. M. Rumsey Mfg. Co.,	President	810 N. Second st.
Rumsey, Moses	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Rump, Aug.	Mer. Ex. Bd. Flour Insp.,	Flour Inspector	8 S. Main st.
Ruprecht, Joseph		Coal and Feed	6012 S. Broadway.
Russell, J. H.	Kingan & Co.,	Pork Packers	500 N. Second st.
Russell, John T.			
Russell, Thomas	Phœnix Iron Works,		322 Pine st.
Rutter, Bernard	Rutter & Bro.		St. Libory, Ills.
Ruxton, Robert	Ruxton & Co.,	Grain and Live Stock	Miami, Mo.
Ryan, M. J.	Silver Creek Mining Co.,	Pres. and Treas.	Commercial Bldg.
Ryan, John F.	Ryan Commission Co.		222 N. Fourth st.
Ryan, John	Ryan Commission Co.		
Ryan, Frank K.		Lawyer	506 Olive st.
Ryan, Wm. H.	Gallaher & Co.	Leaf Tobacco	Henderson, Ky.
Ryan, Wm. F.			104 N. Fourth st.

Sachleben, Henry		Cooper	1011 Dolman st.
Saeger, Wm.	Ex. Feed Warehouse,	Feed Store	2919 N. Broadway.
Sale, S. B.	Sale Commission Co.		316 N. Main st.
Sampson, C. H.	Nonotuck Silk Co.		Tenth and St. Charles sts.

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Name.	Firm.	Business.	Location.
Samuel, Aderton	St. L. Union Elev. Co.		Rialto Building.
Samuel, Web. M			Rialto Building.
Samuel, Ed. M	Adams & Samuel,	Com	Bd. of Trade Bldg., Chicago.
Samuel, W. R	W. R. Samuel Com. Co.		116 N. Fourth st.
Samuel, Wm. P			503 Chamber of Commerce.
Sander, Enno		Mineral Water	129 S. Eleventh st.
Sander, Albert E		Grocer and Feed	3772 S. Broadway.
Sands, James T			510 Pine st.
Sands, Geo. L	Wiggins Ferry Co.		Security Building.
Sandweg, W. H	Schwartz Bros. Com.	Co	205 Chamber of Commerce.
Sanford, J. W	E. B. White Grain Co.		208 Chamber of Commerce.
Sartorius, Henry		Pork Packer	2732 Arsenal st.
Saunders, Parker	Anglo-Am. Pkg. Co.		310 Chamber of Commerce.
Saussenthaler, P			2331 Albion place.
Savage, W. T	Plant System,	Cont. Agent	Houser Building.
Sayers, Geo. N	Niggemann & Sayers,	Provisions	1308 N. Main st.
Sayers, Henry	Henry Sayers & Co.,		216 N. Main st.
Saylor, H. N		Staves and Heading	107 S. 16th st.
Schaeffer, George	Schaeffer B. & Powell,	Soap and Candles	325 N. Second st.
Schaeffer, Jacob	Schaeffer B. & Powell,	Soap and Candles	325 N. Second st.
Schaperkotter, W		Cooper	1446 Montgomery st.
Schaperkotter, Henry		Cooper	1225 Montgomery st.
Scharff, L	L. & A. Scharff,	Liquor	15 S. Second st.
Scharff, M	Scharff Bros.,	Commission	311 N. Main st.
Scharff, Nicholas	Scharff, Bernheimer	Grocery Co	704 N. Second st.
Scharff, Adolph	L. & A. Scharff,	Liquors	15 S. Second st.
Scharff, Edward E	Scharff, Bernheimer	Grocery Co	704 N. Second st.
Schawacker, C		Livery	414 S. Third st.
Scheitlin, Chas	Hilmer, Scheitlin Com.	Co	804 N. Third st.
Schenkel, Henry	John G. Haas Soap Co.,	Soap Manufactory	802 Wash st.
Schirr, August		Feed	3631 S. Broadway.
Schlafly, August	Carlyle Mill & Grain Co.,		Carlyle, Ill.
Schlange, Joseph		Tobacco	1720 Longfellow ave.
Schlapprizzi, Charles F		Grocers and Feed	3900 S. Broadway.
Schlocke, Hy. F		Grocer	3803 Easton ave.
Schlosstein, Louis	Green Tree Brewery,	Brewers	Ninth & Sidney sts.
Schlottman, Chas	H. N. Saylor,	Cooperage	107 S. Sixteenth st.
Schlueter, Fritz		Teamster	816 Montgomery st.
Schmidt, Rudolph	Rudolph Schmidt	Malting Co., Maltsters	1122 S. 12th st.
Schmidt, O. M	O. M. Schmidt & Co.,	Groc. and Com	117 N. Second st.
Schmidt, E. H			1112 Morrison ave.
Schmidt, H. A		Tailor	Union Trust Building.
Schmitt, Henry	Hope Mut. Ins. Co.,	Secretary	24 N. Third st.
Schmith, Albert L	Kehlor Bros.,	Millers	401 Chamber of Commerce.
Schneithorst. Henry F	Deceased.		
Schnell, J. R			Pleasant Hill, Mo.
Schoen, Isaac A			120 N. Main st.
Schoenle, Ernst G	Mueller Coal H. H. &	Q. Co	2520 Bismarck st.
Schoenhard, Louis P	Charter Oak Stove	& Range Co.,	1440 N. Main st.
Schollmeyer, Christian	Hassendeubel Bro.,	& Co., Commission	120 N. Second st.
Schonhoff, John		Flour and Feed	2251 Gravois ave.
Schopp, John	Deceased.		
Schopp, Jacob	Jacob Schopp & Bro.,	Produce Co	814 N. Third st.
Schopp, Conrad	Conrad Schopp & Co.,		Third and Franklin ave.
Schopp, Geo. P	Geo. P. Schopp & Co.,	Produce	721 N. Third st.
Schoppe, Henry C	H. C. Schoppe & Son,	Commission	118 Vine st.
Schoppe, C. H	Ryan Com. Co.,	Commission	108 N. Fourth st.
Schorr, Jacob B	C. G. Stifel Brew. Co.,		1911 N. Fourteenth st.
Schott, Albert	Schott & Marx,	Wool	111 S. Main st.
Schotten, Hubertus	Wm. Schotten & Co.,	Coffees, etc	111 S. Second st.
Schreiner, Jac	Schreiner-Flack Grain Co.,	Commission	116 N. Fourth st.
Schreyer, Wm			
Schroder, H. A		Commission	East St. Louis, Ill.
Schroth, Peter A		Insurance	118 N. Third st.
Schuetz, John G		Wine Grower	Stratmann, Mo.

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Name.	Firm.	Business.	Location.
Schulenburg, O. G.	St. L. Louis Refrig. &	W. G. Co.	Main and Park ave.
Schulte, John J.	Geo. J. Schulte & Co.,	Commission	507 Cham. of Com.
Schulte, George J.	Geo. J. Schulte & Co.,	Flour and Feed	507 Cham. of Com.
Schulte, H. E.	Geo. J. Schulte & Co.,	Commission	507 Cham. of Com.
Schultz, Henry	F. Schwartz & Bro.,	Commission	205 Cham. of Com.
Schulz, Chas. O.	C. F Orthwein Grain Co.,	Commission	Laclede Building.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schurmann, Henry		Milling	Germantown, Ill.
Schutz, W. C.	F. R. Rice Mer. Cigar Co.,	Whol. Tobacco	305 N. Fourth st.
Schwartz, F.	F. Schwartz & Bro.,	Commission Co.	205 Cham. of Com.
Schwartz, Herman	F. Schwartz & Bro.,	Commission Co.	205 Cham. of Com.
Schwidde Henry		Feed	2515 N. Fourteenth st.
Scott, Samuel S.	Scott-Farrar Realty Co.,		804 Chestnut st.
Scott, Mitchell			32 Vandeventer pl.
Scott, W. S.	Mo. and Ill. Coal Co.		Rialto Building.
Scruggs, C. O.	Scruggs-McClure Coal Co.,		Oriel Building.
Scruggs, R. M.	Scruggs, Vandervoort &	Barney D. G. Co.	Broadway & Locust.
Scudder, Charles		Treasurer	City Hall.
Scudder, John A.			Security Building.
Scudder, W. H.	Douglas & Scudder,	Atty. & Not. Pub.	Union Trust Bldg.
Scullin, Frederic W.	Jas. Campbell,	Broker	Rialto Building.
Scullin, John	Union Depot R. R. Co.,	President	Security Building.
Seaman, Chas. H.	United Elevator Co.,		Rialto Building.
Searles, C. J.	C. J. Searles & Co.,	Commission	Security Building.
Sears, W. H.	Cole Bros. Com. Co.,		213 N. Second st.
Sears, Gilbert	Advance Elevator,	Superintendent	400 Cham. of Com.
Seele, F. W.	Annan, Burg & Smith,	Commission	102 N. Fourth st.
Selkirk, A. A.	A. A. Selkirk & Co.,	Auction	206 N. Sixth st.
Sellers, John M.		Roofer	Wainwright Building.
Sellers, D. W.			2628 Locust st.
Sellner, A. C.	Steinwender & Sellner,	Liquors	117 S. Broadway.
Sells, Luke			3736 Delmar.
Senter, Wm. M.	Senter & Co.,	Cot. Com.	Third and Walnut sts.
Senter, John A.	Senter & Co.,	Commission	Third and Walnut sts.
Sessinghaus T. W.	Sessinghaus Mill. Co.,		Ninth and N. Market sts.
Sessinghaus Wm.			1444 St. Louis ave.
Sessinghaus, Theo	Sessinghaus Mill. Co.,	Millers	Ninth and N. Market sts.
Sexton, Henry D.	H. D. Sexton & Bro.,	Real Estate	E. St. Louis, Ill.
Seybt, Charles H.	Con. Coal Co.,		Laclede Building.
Shands, Thos. J.	Mound City Distilling Co.,	Salesman	2116 S. Second st.
Shapleigh, A. F.	A. F. Shapleigh H. Co.,	Hardware	4th & Washington ave.
Shapleigh, Frank	A. F. Shapleigh H. Co.,	Hardware	4th & Washington ave.
Shapleigh, A. L.	A. F. Shapleigh H. Co.,	Hardware	4th & Washington ave.
Sharp, James C.	James Sharp & Co.,	Pork Packers	908 S. Second st.
Sharp, James	James Sharp & Co.,	Pork Packers	908 S. Second st.
Sharp, C.	Chris. Sharp Com. Co.,		202 N. Main st.
Sharp, W. M.	James Sharp & Co.,	Pork Packers	904 S. Second st.
Sharpe, John W.			2753 Russell ave.
Shaw, Wm. J.	Shaw & Richmond,	Wholesale Produce	829 N. Third st.
Shedd, O. C.	Creve Cœur Lake Ice Co.,		Fourteenth and Gratiot sts.
Sheehan, Frank P.			
Shelby, D.	Ill. Cent. R. R.,	Agent	115 N. Third st.
Shepley, John R.	Deceased.		
Sheppard, J. J.	Sheppard Cereal Co.,		2506 N. Broadway.
Sheridan, J. G.	Deceased.		
Sherry, Josiah E.	Isaacs & Sherry	Grain Co.	314 Cham. of Com.
Sherwood, Adiel		Attorney	Laclede Building.
Shields, George H.	Noble & Shields,	Lawyer	Rialto Building.
Shirley, C. M.	National Lead Co.,		Tenth and Clark ave.
Shirmer, Philip F.			City Hall.
Shotwell, R. H.			3308 Lucas ave.
Shotwell, E. O.		Commission	2816 Washington ave.
Shroeder, Fred C.		Grain Commission	Kansas City.
Shultz, C. F.			3110 Eads ave.
Shultz, John M.		Lawyer	McFall, Mo.

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Name.	Firm.	Business.	Location.
Siegel, Emil	Belleville Dist. Co.,	Distiller	Belleville, Ill.
Siemers, Geo. F	J. W. Booth & Sons,	Com. Co	Rialto Building.
Sieving, Fred A	L. Lemcke & Co.,	Commission	322 Pine st.
Sieving, C. H	Brockmeier & Sieving,	Commission	118 S. Main st.
Signaigo, David J			1818 Morgan st.
Signaigo, J. F	Schreiner-Flack Grain Co.,		116 N. Fourth st.
Simon, Chas. G	Great Western Feed Co.,		818 Manchester rd.
Simmons, E. C	Simmons Hardware Co.,	Hardware	Ninth and Spruce sts.
Simmons, Warren H	Bemis Bag Co.,		Fourth and Poplar sts.
Simmons, Wayne G	St. L. Aut. Ref. Co.,		9 S. Third st.
Simpson, J. C	Consolidated Coal Co.,	General Manager	400 Olive st.
Simpson, Wm. S	Christopher & Simpson,	Iron Co., Foundry	9th & Park ave.
Sinclair, Ed. W	Elks Club,		Tenth and Pine sts.
Singer, Richard	Kohn & Co.,	Brokers	Security Building.
Skinner, George N	Standard Salt Co.,		6 N. Commercial st.
Skrainka, Fred	Skrainka Con. Co.,	Contractors	Security Building.
Slack, B. L	Burlington Elevator Co.,	Secretary	Gay Building.
Slade, Chas		Real Estate	405 Cham. of Com.
Slattery, D. P	Deceased.		
Slaughter, John B		Insurance	105 N. Third st.
Slaughter, H. B	A. O. Slaughter & Co.,	Grain	115 LaSalle st., Chicago.
Slevin, Eugene C		Lawyer	418½ Olive st.
Sloss, Alexander C	Bauer Grocery Co.,		Seventh and Poplar sts.
Small, George H	Ass't. U. S. Treasurer,		Custom House.
Smith, S. Jenks		Broker	Kirkwood, Mo.
Smith, Alex. H	Victoria Mill Co.,	Milling	212 Cham. of Com.
Smith, John P		Commission	317 Cham. of Com.
Smith, Sardius	Block, Dean & Co.,	Commission	417 Cham. of Com.
Smith, Sardius, Jr			417 Chamber of Commerce.
Smith, John V	Merchants' Dispatch	Trans. Co., Agent	Laclede Bldg.
Smith, F. W	Gratiot st. Warehouse Co.,	Storage	214 Cham. of Com.
Smith, Geo			1615 Olive st.
Smith, H. M	H. M. Smith & Co.,	Commission	905 N. Third st.
Smith, Huntington		Real Est. Broker	421 Olive st.
Smith, James B	Leeson Copperage Co.,	Cooperage	Scott, Ohio.
Smith, Wm. J	Geo. P. Plant Milling Co.,	Millers	501 Chamber of Commerce.
Smith, Daniel E	Annan, Burg & Smith,	Commission	104 N. Fourth st.
Smith, Chas. H	Davis Coke & Coal Co.,	Manager	Security Building.
Smith, Breedlove	Francis & Smith Ex. Co.		New Orleans.
Smith, C. B	R. G. Dun & Co.,	Mercantile Agency	Cham. of Com.
Smith, James A. Jr		Coal & Feed	Grand & Easton aves.
Smith, E. B	Blue and Canada So. Line,		312½ Chestnut st.
Smith, W. R	B. F. Horn,	Coopers' Supplies	E. St. Louis.
Smith, Eug. F	Gratiot st. Warehouse Co.,	Warehouse Co	214 Cham. of Com.
Smith, C. W	Smith, Sheridan & Vincent,	Commission	Gay Building.
Smithers, John A	Smithers & Wagoner,	Undertakers	1127 Olive st.
Smithers, M. L	Smithers & Block,	Hay and Grain	3015 Olive st.
Smyth, Isaac S			3518 Lindell ave.
Snow, Lewis E	Delafield & Snow,	Insurance	111 N. Third st.
Snow, Robt. B	St. L. Real Est. Exch.,	Ass't Sec'y	Wabash Bldg.
Somerville, Wm	Mo. Glass Co.,	President	Twelfth and Olive sts.
Sommer, Joseph		Teamster	1854 S. Thirteenth st.
Sparks, Wm. L	Sparks Milling Co.,		Alton, Ill.
Sparks, E. W	Christopher Bailey,	Bags	215 Chamber of Commerce.
Sparks, H. J	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B	Sparks Milling Co.		Alton, Ill.
Sparks, W. D	Sparks Mill Co.,	Millers	Alton, Ill.
Spaunhorst, Henry J		Notary	Fourth and Market sts.
Spelbrink, Louis		Livery Stable	1317 Franklin ave.
Spellen, David A	Thos. S. Green Com. Co.,	Prod. & Com	1141 N. Third st.
Spencer, F. A	Travelers' Insurance Co.		Seventh and Olive st.
Spencer, Corwin H	C. H. Spencer Grain	and Elevator Co	203 Cham. of Com.
Spencer, Selden P		Judge Circuit Court	Court House.
Spieler, George		Malster	1542 S. Seventh st.
Sprague, Walter R	Sprague Delicates'n	Co., Restaurant	1900 Locust st.

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Name.	Firm.	Business.	Location.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster	2414 Menard st.
Stanard, E. O.	E. O. Stanard Milling Co.,	President	408 Cham. of Com.
Stanard, W. K.	E. O. Stanard Milling Co.,	Secretary	408 Cham. of Com.
Stanley, Henry	Todd & Stanley Mfg. Co.,	Mill Furnishings	917 N. Second st.
Starr, E. E.	Fairbanks, Morse & Co.,	Scales, etc.	302 Washington ave.
Stebbins, L. W.	Kehlor & Bros.		401 Chamber of Commerce.
Steele, Joseph W.	Jos. W. Steele & Co.,	Printers	18 N. Third st.
Stegall, J. N.	Allen West Com. Co.,	Commission	104 S. Main st.
Steigers, D. H.	St. Louis Hide and Tallow Co.		3115 N. Broadway.
Steinmesch, Henry	Wabash R. R.		Seventh and Chestnut sts.
Steinwender, Herman A.	Steinwender & Sellner.	Whiskies	117 S. Broadway.
Steimke, D.		Grocer	3000 Gravois ave.
Stephens, W. E.	W. E. Stephens & Co.,	Lithographers	716 Locust st.
Stephens, W. Speed	Central Nat'l Bank,	Cashier	Boonville, Mo.
Stephenson, John	Mermod-Jaccard	Jewelry Co.	Broadway and Locust.
Sterling, E. C.	Hydraulic Press Brick Co.,	President	Union Trust Building.
Sterrett, F. M.			6900 Clayton ave.
Stevener, John	J. Stevener & Bro.,	Feed	1706 Cass ave.
Stevens, E. R.	Hubbard & Bartlett Com.	Co.	322 Pine st.
Stewart, A. W.	A. W. Stewart & Co.,	Commission	410 Cham. of Com.
Stewart, A. C.	Phillips, Stewart, Cunningham & Elliott,	Lawyers	Fourth and Locust st.
Stewart, A. M.	Jas. Stewart & Co.,	Grain El. Contractors	Com. Bldg.
Stewart, James C.	Jas. Stewart & Co.,	Grain El. Contractors	Com. Bldg.
Stickney, Wm. A.	W. A. Stickney Cigar Co.		209 N. Fourth st.
Stifel, Chas. G.			2013 St. Louis ave.
Stifel, Otto Fred'k	C. G. Stifel Brew. Co.,	Brewing	1901 N. Fourteenth st.
Stiles, Edward J.	Geo. Taylor Com. Co.		24 S. Main st.
Stille, George H.		Notary Public	Laclede Building.
Stinde, Geo. C.	Stinde Bros.,	Real Estate	813 Chestnut st.
Stinde, E. R.		Broker	116 N. Fourth st.
Stobie, Frank L.	Timmerman & Stobie,	Coal and Feed	Wellston, Mo.
Stock, Philip	Brewers' Association,	Secretary	Wainwright Building.
Stocke, Jacob	Jacob Stocke Co.,	Produce	810 N. Third st.
Stockton, F. W.	Traders' Despatch,		Laclede Building.
Stoewener, F. F.			710 Julia st.
Stoddart, T. A.			417 Olive st.
Stone, Leander			412 Chamber of Commerce.
Stoos, Henry P.		Liquors	214 Franklin ave.
Stover, W. D.	Star Union Line,		309 Olive st.
Stracke, Albert	Stracke & Cæsar,	Liquors	208 N. Second st.
Strain, Arthur R.	Robt. B. Brown Oil Co.,	Oil Manuf'rs	Rialto Building.
Stratton, Wm.	Ph. H. Postel Milling Co.		Mascoutah, Ill.
Straub, Augustus W.	International Bank,		Fourth and Chestnut sts.
Streckert, Christian, Jr.	J. F. Conrad	Grocer Co.	2708 Franklin ave.
Stuckmann, Emil		Teamster	1913 S. Third st.
Studniczka, H.		Fertilizers, etc.	2012 St. Louis ave.
Stuede, Wm.	E. B. White Grain Co.,		208 Chamber of Commerce.
Stuever, Anton C.	Home Brewing Co.,		Miami and Salena sts.
Sudborough, J. A.	Waters Pierce Oil Co.		Odd Fellows' Building.
Sullivan, T. J.			204 N. Commercial st.
Sullivan, Patrick			701 Washington ave.
Sullivan, Matthew E.		Wholesale Liquors	712 Pine st.
Sullivan, M. P.		Teamster	2720 Thomas st.
Summa, Emil	J. W. Booth & Son Com.	Co.	Rialto Building.
Summerfield, Moses	S. & M. Summerfield,	Hides and Wool	218 N. Main st.
Sutherland, G. G.		Grain	104 N. Fourth st.
Sweeney, J. P.	J. P. Sweeney & Co.,	Bond and Stock Brokers	Security B.
Swingley, W. S.	Hoyt Metal Co.		4143 Clayton ave.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors	922 Olive st.
Syders, P. B.	Richmond Mfg. Co.,	Mill Builders	Rialto Building.
Sykes, Geo. A.			

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Name.	Firm.	Business.	Location.
Sylvester, James J	Sylvester Coal Co.,	Coal	Laclede Building.
Sylvester, W. W	Sylvester Coal Co.,	Coal	Laclede Building.
Taaffe, B. F			4137 Manchester ave.
Tamblyn, Wm. M	Tamblyn-Powers	Clothing Co	512 Locust st.
Tamm, Theodore	St. Louis Woodenware	Works	2700 S. Main st.
Tansey, R. P	St. Louis Transfer Co.,	President	400 S. Broadway.
Tansey, Geo. J	Laughlin & Tansey,	Attorneys	520 Olive st.
Tatum, Louis R		Attorney	520 Olive st.
Tatum, H. C			
Taussig, Edward		Merchant	Security Building.
Taussig, William	Terminal R. R. Ass'n,	President	Union Station.
Taussig, John J	J. & J. Taussig,	Brokers	319 N. Fourth st.
Taussig, Jos. S	J. & J. Taussig,	Brokers	319 N. Fourth st.
Taussig, B. J		Lumber Com	Rialto Building.
Taussig, Chas. S	Judson & Taussig,	Lawyers	421 Olive st.
Taylor, Wm. H		Insurance	225 Chestnut st.
Taylor, T. Carroll	T. C. Taylor & Co.,	Commission	114 Pine st.
Taylor, Phil. C	T. C. Taylor & Co.,	Commission	114 Pine st.
Taylor, E. M		Commission	505 Cham. of Com.
Taylor, C. H	Brockman & Trauernicht,	Commission	805 N. Third st.
Taylor, J. B	T. C. Taylor & Co.,	Commission	114 Pine st.
Taylor, Proctor	Taylor Bros. & Co.,	Millers	Quincy, Ill.
Taylor, W. C	Mellier Drug Co.,		2112 Lucas Place.
Taylor, Joseph C	Geo. Taylor Com. Co.		24 S. Main st.
Teague, T. W	Chas. F. Orthwein & Sons,		Laclede Building.
Teasdale, Thos. B	J. H. Teasdale Com.	Co	100 N. Fourth st.
Teasdale, J. Waller	J. H. Teasdale Com.	Co	100 N. Fourth st.
Teasdale, J. W	J. W. Teasdale & Co.,	Dried Fruits & Com	526 N. 2nd st.
Teasdale, A. S			400 N. Second st.
Teasdale, Wm. C		Dried Fruit	Seventh and Poplar.
Teasdale, Geo. W	J. W. Teasdale & Co.,	Dried Fruits	526 N. Second st.
Teasdale, C. H	J. H. Teasdale Com. Co.		100 N. Fourth st.
Teasdale, J. W., Jr	J. W. Teasdale & Co.,	Dried Fruit	526 N. Second st.
Teasdale, Robinson D	Cupples Station	W. H. Co	Seventh and Spruce sts.
Teasdale, J. E	J. H. Teasdale Com. Co.		100 N. Fourth st.
Tebbetts, L. B	Mansur-Tebbetts Imp. Co.,	Farm Machinery	10th & Spruce sts.
Teichmann, Wm. C		City Chemist	1141 Market st.
Teichmann, Chas. H	Teichmann Com. Co.,	Commission	Republic Building.
Teichmann, Otto L	Teichmann Com. Co.,	Commission	Republic Building.
Telthorst, Herman		Flour and Feed	7501 S. Broadway.
Temme, H. H		Teamster	1533 S. Grand ave.
Temple, Harry		Bookkeeper	412 Washington ave.
Temple, Joseph	Adams Express Co.,	Agent	407 N. Fourth st.
Templeman, W. J	Templeman & Co.,	Produce	950 N. Third st.
TenBroek, Gerrit H		Attorney	Turner Building.
Tepe, William		Feed	2725 Laclede ave.
Terry, Albert T	John H. Terry & Sons,	Real Estate	621 Chestnut st.
Tesson, George B	Nanson Com. Co.		202 Chamber of Commerce.
Teuscher, E. C	Todds & Stanley Mill F.	Co	917 N. Second st.
Teuscher, Louis	Teuscher & Co.,	Distillers	7 N. Third st.
Teuscher, Louis, Jr	Teuscher & Co.,	Liquors	7 N. Third st.
Tevis, Hupp	Tevis Com. Co.		114 N. Main st.
Thaw, Charlie	C. Thaw & Co.,	Life Ins. Agent	Bk. Com. Bldg.
Thompson, A. L	Cavender & Thompson,	Real Estate	706 Pine st.
Thompson, Wm. B		Attorney	Laclede Building.
Thompson, Wm. H	Nat. Bank of Com.,	President	Broadway and Olive st.
Thompson, E. F	G. A. Benton & Co.,	Grain	827 N. Third st.
Thompson, C. McClung	C. L. Thompson &	Son, Insurance	222 Pine st.
Thompson, Joseph B	Piasa Woolen Mills,		3942 Olive st.
Thompson, R. P	Crescent Grain and El.	Co	511 Chamber of Commerce.
Thomson, Wm. H	Boatmen's Sav. Bank,	Cashier	Fourth and Washington av.
Thomson, M. D	Thomson & Cooke	Cheese Co	318 N. Second st.

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Name.	Firm.	Business.	Location.
Thorn, Wm. J.	Thorn & Hunkins Cement Co.		108½ N. Eighth st.
Thornberry, G. E.	D. S. Heltzell & Co.,	Commission	10 S. Main st.
Thornburgh, W. H.	Platt & Thornburgh Paint and Glass Co.,	Paints and Glass	7th & Franklin av.
Thyson, John			202 Chamber of Commerce.
Tice, John H.	St. Louis Hay Exchange,		602 Theresa ave.
Tiedemann, Frederick	F. Tiedemann & Co.,	Millers	Jackson, Mo.
Tiedemann, Geo. W.	Chas. Tiedemann Mfg. Co.		O'Fallon, Ill.
Tietjens, Henry	Henry Tietjens & Co.,	Feed	3527 N. Twenty-fifth st.
Tilton, Edgar D.	E. O. Stanard Milling Co.		408 Chamber of Commerce.
Timken, Henry		Vehicle Springs	2nd and Branch sts.
Timmerman, G. H.	St. L. Iron & Machine Works		Second and Chouteau ave.
Tinker, Geo.	Tinker & Smith Malting Co.,	Malsters	32 S. Seventeenth st.
Tinker, Z. W.	Tinker & Smith Malting Co.,	Maltsters	20th and Madison sts.
Tittmann, Harold H.	St. L. Cooperage Co.,		Main and Arsenal sts.
Tivy, Wm. N		Produce and Com	620 N. Third st.
Tompkins, C.	Union Trust Co.,	Cashier	Union Trust Building.
Tomzensky, B	B. Thomy,	Grain	322 Pine st.
Tomzensky, M.			3702 Olive st.
Tontrop, Louis H	Papin & Tontrop,	Real Estate	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.,		114 Market st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap	3332 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer	15 N. Sixth st.
Trask, Isaac R.	Trask Fish Co.,	President	510 N. Second st.
Trask, Walter B.	Trask Fish Co.,		510 N. Second st.
Traunmiller, Joseph	Excelsior Brew. Co.,		5 S. Seventeenth st.
Trauernicht, F. C	Brockmann & Trauernicht,	Prov. & Com	805 N. 3rd.
Trembley, Chas. Z.	Keeley & Co.,	Real Estate	1113 Chestnut st.
Triplett, John R.		Insurance	118 N. Third st.
True, James B	Chemical Bank,	Cashier	Sixth and Locust st.
Trusdell, W. S			4219 A Olive st.
Tumbach, C	McCullough & Tumbach,	Commission	4 N. Main st.
Tunstall, R. C	St. Louis Hay Exch.,	Vice-Pres	602 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.,	Secretary	602 Theresa ave.
Turner, M. L.	State of Oklahoma,	Treasurer	Guthrie, Okla.
Turner, Chas. H	Chas. H. Turner & Co.,	Real Estate	Wainwright Bldg.
Tutt, Dent G			310 N. Eighth st.
Twining, C. O.	Miss. Val. Hay Storage Co.,		Branch and Hall sts.
Tyler, George	Robert Atkinson & Co.,	Commission	27 S. Second st.
Udell, C. E.	C. E. Udell & Co.,	Cheese	410 N. Second st.
Ulrich, Harry C.	Deceased		
Urquhart, George	Plant Seed Co.,	Seeds	812 N. Fourth st.
Vahlkamp, Henry	W. J. Lemp,	Clerk	13th and Cherokee sts.
Valle, John F.	Desloge Con. Lead Co.,	Secretary	322 Pine st.
Valier, Charles	Enterprise Milling Co.,		Laclede Building.
Van Arsdale, E. S.		Grain	Carrollton, Ill.
Van Blarcom, J. C.	Nat. Bank of Com.,	Banking	Broadway and Olive st.
Vincent, J. F.	Smith, Sheridan & Vincent,	Commission	Gay Building.
Virden, Samuel		Commission	506 Cham. of Com.
Voelker, Otto	Otto Voelker & Co.,	Commission	916 N. Broadway.
Vogeler, Julius		Grocer and Com	14 N. Third st.
Vogel, Charles F.		Real Estate	716 Chestnut st.
Vogel, John		Real Estate	103 N. Ninth st.
Vogelsang, L. E.			2246 Sullivan ave.
Vogelsang, Henry	Hubbard & Barlett	Com. Co.	Fourth and Pine st.
Vogelsang, John H.	J. H. Vogelsang & Co.,	Provisions	Fourth and Wash sts
Von der Ahe, Edward		Broker	Gay Building

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Name.	Firm.	Business.	Location.
Von der Ahe, Chris		Nat. Bridge rd. & Vandeventer ave.	
Von Wedelstaedt, R. Park		Real Estate	Wainwright Building.
Vordtriede, E. Henry	St. L. Terra Cotta Co		2019 Sidney st.
Wachter, G. W			Court House.
Waddock, Frank G	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Wade, Albert			Alton, Ill.
Wade, Festus J	Anderson-Wade R. E. Co.		Columbian Building.
Wagenmann, Alfred J	Clerk Court of	Criminal Correction	Four Courts.
Wagner, Charles		Pig Lead	Laclede Building.
Wagoner, Geo. C. R	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wagoner, Henry H	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L	John Wahl & Co.,	Commission	2 S. Main st.
Wainwright, Ellis	St. L. Brewers' Ass'n.		Wainwright Building.
Waldeck, Jacob C. C	Jac. C. C. Waldeck	Prov. Co., Provisions	111 Market st.
Wall, Nicholas R	Wall & Whittemore,	Insurance	304 N. Third st.
Walsh, Austin		Clerk	1803 Locust st.
Walsh, Julius S	Miss. Valley Trust Co.,	President	201 N. Fourth sts.
Walsh, Peter		Teamster	3129 N. Twelfth st.
Walsh, Edward Jr	Miss. Glass Co.,	President	Main and Angelica sts.
Walsh, J. H	Mason City Milling Co.,		Mason City, Neb.
Walther, Chas. F			1723 Taylor ave.
Waltke, Louis H	Wm. Waltke & Co.,	Soap	2nd and Grand ave.
Walton, E. S		Commission	203 Cham. of Com.
Wand, Thomas		Livery	215 S. Sixth st.
Wangler, Joseph F		Boiler Manuf	1547 N. Ninth st.
Wangler, Joseph A	J. F. Wangler B. & S.	W. Co	1547 N. Ninth st.
Ward, James			3315 Pine st.
Wardrop, Richard	Hunter Bros.,	Commission	Republic Building.
Ware, George W			Jerseyville, Ill.
Warren, Andrew		Iron and Steel	516 N. Third st.
Warren, Thomas			200 N. Second st.
Warren, John A			Security Building.
Wasserman, Bennett	Wasserman & Co.,	Ticket Brokers	102 N. Broadway.
Wasson, H. D		Broker	212 Cham. of Com.
Waterworth, Jas. A	Essex & Waterworth,	Insurance	Gay Building.
Watkins, E	Keyes-Watkins Livery Co.,		1005 N. Grand ave.
Watson, John T	Deceased.		
Watts, T. G	T. G .Watts & Co.,	Real Estate	106 N. Eighth st.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Webb, H. St. John	Atlantic Trans. Line,		307½ Pine st.
Weber, Herman G	Brosius, Bell Oil Wks,	Oil Factory	Belleville, Ill.
Webster, John J	Southern R. R. Co.,		Houser Building.
Wegmann, John	Wegmann Bros.,	Grocers	8829 N. Broadway.
Weidner, Eug. G	E. G. Weidner Com. Co.,	Commission	710 N. Third st.
Weigel, Eugene F	Deceased,		
Weil, Jacob P	Barnard, Baer & Co.,	Produce and Prov	114 Elm st.
Weil, Aug. J			Security Building.
Weil, Henry G			Security Building.
Weir, A	A. Weir Produce Co.,		1420 N. Broadway.
Weissenborn, S. A		Coal	311 Olive st.
Welles, Edgar T	Granby M. & S. Co.		Sixth and Locust sts.
Wells, Rolla			509 Olive st.
Wenneker, Chas. F	Wenneker-Morris	Candy Co	12 S. Third st.
Werner, Louis	St. L. R. & W. Gutter Co.		Main st. and Park ave.
Wernse, Wm. F	Guarantee Loan & M. Co.,		Bank of Commerce Building.
Wernse, H. H	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Werth, John E	J. E. Werth & Bro.,	Insurance	18 N. Third st.
Werth, G. L	J. E. Werth & Bro.,	Insurance	18 N. Third st.
Wertheimer, J. J	Wertheimer-Swarts	Shoe Co	10th and Washington ave.

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Name.	Firm.	Business.	Location.
Westcott, W. B	W. B. Westcott & Co.,	Commission	213 Market st.
West, Courtney H	Moffet-West Drug Co.,		617 N. Fourth st.
West, Thomas H	St. Louis Trust Co.,	President	Fourth and Locust sts.
West, J. T	Meeks, West Grocer Co.,		814 Spruce st.
Wetzel, Frederick L	Dozier Bakery.		Sixteenth and Morgan sts.
Weyman, Henry		Lead and Zinc Ore	Joplin, Mo.
Wheeler, R. T	Wheeler, James & Co.,	Live Stock	Union Stock Yards.
Wheeler, Jas. L. S.	Howes Grain Cig. Mach.		Silver Creek, N. Y.
Wherry, John	John Wherry & Co.,	Self-Raising Flour	114 Pine st.
Whipple, Alphonso	Whipple's Ins. Prot.	Agcy, Protective & Ins	217 N. 3rd st.
Whitaker, Edw	Whitaker & Hodgman,	Brokers	300 N. Fourth st.
White, E. B	E. B. White Grain Co.		208 Chamber of Commerce.
White, J. Sibley	Bradbury Marble Co.		1229 S. Second st.
White, J. M. S	Continental Line,	Agent	Rialto Building.
White, T. E	Skinner, White & Co.,	Dry Goods Com	719 Lucas ave.
White, N. M	Norborne Roller Mills.		Norborne, Mo.
Whitehead, S. A	Nanson Commission Co.,		202 Chamber of Commerce.
Whitehill, Thomas H	Citizens' Ins. Co.,	Insurance	Rialto Building.
Whitelaw, Geo. G	Scudder-Gale Gro. Co.,		714 Spruce st.
Whitelaw, Geo. P	Collier Co.,	White Lead	Security Building.
Whitelaw, Oscar L	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Robt. H	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, C. W	Huse & Loomis I. & T. Co.		Security Building.
Whitmore, Daniel R	Merchants' Exch.,	Ass't Secretary	Third and Pine sts.
Whitmore, H. R	Gaffney Brick Co.,	Sec'y & Treas	Broadway and Pine st.
Whittaker, John	Fran. Whittaker & Sons,	Pork Packers	Seventh and Carr sts.
Whittemore, F. C	Wall & Whittemore,	Insurance	304 N. Third st.
Whittle, T. W	J. A. Warren & Co.,	Commission	Security Building.
Whyte, Joseph P		Real Estate	103 N. Eighth st.
Wibracht, Henry M	Wibracht-Riske Com.	Co	108 N. Fourth st.
Wickham, E. F	St. Louis Register Co.,		217 N. Third st.
Wickham, W. F	Tudor Iron Works,		415 Locust st.
Wickliffe, Joseph H			Arkansas City, Kas.
Wieder, M. S	Wieder Paint Co.		801 N. Main st.
Wiedmer, Fred	Gratiot St. Warehouse	Co	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse,		214 Chamber of Commerce.
Wiener, I. M	I. M. Wiener & Co.,	Brokers	Wainwright Building.
Wiener, Adolph	I. M. Wiener & Co.,	Brokers	Wainwright Building.
Wiest, Adam		Cotton	Cotton Exchange.
Wigglesworth, John M	Cox & Gordon,	Provisions	1019 S. Third st.
Wilhelm, W. B	W. B. Wilhelm & Co.		320 N. Main st.
Wilkerson, E			816 Olive st.
Wilkins, John T	Wm. A. Orr Shoe Co.		Ninth and Locust sts.
Wilkins, W. T	Senter & Co.,	Commission	Third and Walnut st.
Willard, Wm. G		Manufacturer	113 N. Second st.
Willemsen, Chas	Willemsen Belting Co.		217 Destrehan st.
Williams, John R	Libby & Williams Paper	Co., Paper & Twine	421 N. 2nd st.
Williams, E. F	Hamilton-Brown Shoe	Co	Tenth st. and Washington ave.
Williams, Elmer V	Wm. Johnston & Co.,	Ship Agents	108 N. Fourth st.
Williams, P. P	P. P. Williams & Co.,	Commission	520 Cham. of Com.
Williamson, E. T			114 N. Fourth st.
Williamson, W. H	Staunton Milling Co.		Staunton, Ill.
Wilson, J. Wright			Lebanon, Mo.
Wilson, Chas. A	St. Louis United El. Co.		Rialto Building.
Winkelmeyer, Adolph E	Alkire Grocer Co.		421 S. Seventh st.
Winkelmeyer, Christopher			3540 Chestnut st.
Winkelmeyer, Jul. L			4373 Pine st.
Winner, Herman			1439 Madison st.
Wintermann, R	St. Louis Syrup Refining	Co	317 N. Second st.
Wirick, John A	Imperial Mill Co.,	Miller	Clarksville, Mo.
Wirthlin, R. L	Southern Coop. Co.,		110 Victor st.
Wiseman, Arthur A		Broker	108 N. Third st.
Wissmath, Chas., Jr	C. Wissmath & Son	Pork Packing Co	1113 N. 12th st.
Withnell, W. W			3100 Meramec st.
Witherspoon, T. C		Cotton	Cotton Exchange.

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Name.	Firm.	Business.	Location.
Witte, Otto H	Witte Hardware Co.		704 N. Third st.
Woelfle, Matt	Baur & Regel,	Salesman	833 N. Third st.
Woerheide, A. A. B	Lincoln Trust Co.,	Sec'y and Treas	712 Chestnut st.
Woestman, J. B	Franklin Bank,	Vice-President	400 Morgan st.
Wolcott, Wm. V	St. Louis Car Coupler	Co	Commercial Building.
Wolf, John		Hotel	503 S. Fourteenth st.
Wolfe, Daniel R	Continental Wire Co.,	Iron Nails and Steel	Laclede Bldg.
Wolfenden, C. F	A. A. Paton & Co.,	Cotton	Cotton Exchange.
Wolff, Julius	Jul. Petersen Com. Co.		709 Carroll st.
Wolgast, Louis		Feed	2137 Gravois ave.
Wollbrinck, Henry	St. L. D. Beef and Pro.	Co	Manchester rd. & Chouteau ave.
Woltman, G			Security Building.
Wonderly, Peter		Coal	2000 Clark ave.
Wonderly, Charles P			Odd Fellows' Building.
Woodlock, Frank D	F. D. Woodlock & Co.,	Commission	322 Pine st.
Wood, F. C	A. N. Kellogg Newspaper	Co	224 Walnut st.
Wood, H	Union Dairy Co.,	Dairyman	Jeff. & Washington aves.
Woods, W. K	Robinson Forage Co.		2141 Washington ave.
Woods, L. F	Collier Shot Tower Wks.		Security Building.
Woods, J. P	C. P. Burr & Co.,		Rialto Building.
Woods, Wm	Woods & Co.,	Commission	418 Cham. of Com.
Wooster, R. L	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Wrape, Henry	The Hy. Wrape Co.,	Staves and Headings	509 Chestnut st.
Wray, J. W	Drummond Tobacco Co.		218 Elm st.
Wright, H. W		Farmer	Carrollton, Ill.
Wright, Joseph P	Jas. A. Wright & Sons,	Carriage Manufrs	19th & Wash'n.
Wright, Frank L	Jas. A. Wright & Sons,	Carriage Manufrs	19th & Wash'n.
Wright, Geo. M	Wm. Barr Dry Goods Co.		Sixth and Olive sts.
Wright, J. L	E. B. White & Co.		208 Chamber of Commerce.
Wrisberg, Wm. C			108½ N. Eighth st.
Wuerpel, Fred. E	Dehner-Wuerpel M. B.	Co	1611 S. Third st.
Wulze, Wm. H	Camp Spring Mill Co.,	Millers	516 Chamber of Commerce.
Wunderlich, Chas., Jr	Chas. Wunderlich	Cooperage Co	2212 N. Ninth st.
Wyman, Arthur	Penn Salt Co.		321 N. Second st.
Wyman, Henry P	St. L. & Miss. Val. Tr.	Co., Secretary	Main and Walnut st.
Yeatman, James E	Mer.-Laclede N. Bk.,	Banking	400 Olive st.
Young, Edward H		Commission	410 Cham. of Com.
Young, Robert S	Funston Bros. & Co.	Commission	108 N. Main st.
Young, D. W	D. W. Young Com. Co.		413 Chamber of Commerce.
Young, F. N	D. R. Francis & Bro. Com.	Co	Laclede Building.
Zelle, F. E	Zelle Bros. Prov. & Com. Co.,	Prov. and Com	702 N. Third st.
Zenk, Philip John	Seele Milling Co.,	Miller	Troy, Ill.
Zeller, Wm. F	Allen, Grier & Zeller Co.		39 Board of Trade, Chicago.
Ziegenhein, Henry		Collector	New City Hall.

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INDEX.

Agricultural Implements 60
Ale 254
Apples 249

Bank Statement 77
Bran 171
Bridge Traffic 96
Beans 252
Butter 250
Building Statistics ..... 35 and 57-58
Bagging 228
Board of Directors, Report of 7-11
" " Resolutions .. 14-28
Beer 148
Beef, Dressed 211
Beef, Canned 254
Boots and Shoes 61
Barbed Wire 254
Bicycles 43

Commerce and Industries 34-45
Cheese 249
Coal and Coke 97
Clearing-House Statement .... 42 and 77
Custom-House Transactions 83
Corn Meal 170
Comparative Business 117
Call Board Transactions 188
Crop Conditions 206
Crop Reports for 1896 191
Crop Reports for several years 205
Crop of the World—Wheat .. 188 and 208
Crops of Missouri 184
Crops, Average Condition 207
Cotton 124
Committees for 1897 ..... 5, 6
City of St. Louis 34
Cattle 222
Coffee 66
Cranberries 254
Candles 254
Cement 254
Cordage and Rope 254
Castor Beans 252
Climate 79
Candies 245
Cotton Seed Meal 245
Chemicals 45
Clothing 52
Canned Goods 69
Cigars 230
Conventions 37
Cotton Manufactures 51

Dried Fruit 246
Dry Goods 44

Exchange, Meetings of 29-30
Elevators, capacity and rates ... 129, 186
Eggs 250
Electrical Industries 50
Exposition 36

Flour and Grain, total movement. 181
Flour and Grain, monthly receipts and shipments 149
Flour and Grain, total receipts and shipments for 20 years 149
Flour, Review 137
" receipts by crop years 140
" monthly rec'ts and ship 140
" exports from the U. S. 142
" receipts at various cities ... 142
" weekly prices 144
" amount manufactured 188
" amount handled 139
" amount manufactured in various cities 143
" sources of supply and direction of shipments 140
" stocks in store 139-141
" report of Board of Flour Inspectors 143
" foreign shipments 141
Fire Record 78
Fish 254
Foreign Trade 118
Flax Seed 247
Fertilizers 254
Finance 42
Foreign Shipments 119
Freights to New Orleans by river .. 112
" Memphis and Vicksburg by river 112
" all rail eastward 100
" from St. L. to Liverpool via New Orleans 122
" from St. L. to Liverpool via New York 122
" to Southern cities by rail. 100
Furniture 59
Ferries 96
Fruits 248

Groceries ..... 66 and 70
Grain inspection 172
" receipts and shipments for a series of years 150
" stocks in store at close of each week 174
" shipments by barges to N. O. 109
" foreign shipments from N. O. 121
" monthly rec'ts and shipm'ts. 149
" Review 145
" receipts by crop, years 169
" exports from U. S. 120, 168
" daily prices 156-167
" visible supply 181
" receipts at various cities 182
" Wheat 151
" Corn 152
" Oats 158
" Barley 155
" Rye 154
" stocks in public elevators 180
" stocks in private elevators .. 180
" receipts at 7 Atlantic ports .. 182
" highest and lowest future ... 169
" earliest crop receipts 169

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INDEX.

Hats and Caps 44
Hominy and Grits..... 170
Hides 289
Hogs..... 223
Hay 242
Horses and Mules..... 224
Hops 254
Hardware..... 48
Harvest time of the world..... 205

Imports and exports of the United States, value..... 91
Internal Revenue, collections 89
Iron and Steel..... 254
Inspectors, 1897.....5, 6
Iron Ties..... 223

Live Stock 222
Live Stock, weekly prices..... 227
Lumber 71, 118
Lead 236
Leather 240

Molasses 69
Malt..... 254
Members of the Exchange, 1896. (Appendix.)
Members of Exchange dec'd 1896... 292
Meteorological tables.....79-82
Millstuffs 171
Manufactures 46
Municipal Affairs 74
Mortality..... 35

Nails 254
Naval Stores..... 235

Officers of the Exchange since its organization 2
Officers of the Exchange for 1896.. 3
Officers of the Exchange for 1897.. 4
Onions 252
Oils 254
Oranges and Lemons..... 248
Ore, Iron.... 254
Ore, Zinc..... 254
Oat Meal..... 170
Oil Cake..... 254

Potatoes 252
Population 84, 76
Provisions and Packing..... 210
Provisions, Exports from U. S..... 220
Provisions, Weekly Prices..... 221
Post-Office Statistics..... 85
Pig Iron..... 254
Peltries and Furs..... 241
Produce..... 248

Rapid Transit..... 38
Receipts from January 1 to close of each week..... 182
Real Estate..... 54
Receipts, monthly totals..... 255

Rec'ts by each river and railroad.. 266
Rainfall..... 82
Railroad Cars and Supplies..... 49
Rye Flour..... 170
Real Estate and Personal Property 76
Rosin 235
Railroad Iron..... 254
Rail Transportation 92
Rice..... 67
River Statistics..... 101
River commerce of St. Louis, 1896. 101
Accidents on Western Rivers.... 115
Arrivals and departures of steamers 107
Shipments by Southern boats.... 111
Gauge Readings..... 105
Depth of channel, southward.... 104
Boats..... 114

Shipments by barge line..... 109
Harbor and Wharf Commissioner's report..... 118
Secretary, Report of..... 33
Seeds 247
Salt..... 244
Sheep..... 223
Shipments, monthly, and by each railroad and river.....277-284
Shipstuffs 171
Sugar 67
Staves..... 254
Soap 254
Shipments of leading articles to close of each week..... 134
Stock Yards 226
Spanish-American Trade..... 64
State Finances..... 90
Street Railroad 40
St. Louis in 1896..... 34
Street Cars..... 49

Tea 67
Transfer Statistics..... 96
Treasurer, report of 12-13
Tobacco..... 223
Tonnage, total by each river and road 98
Tar and Pitch..... 235
Turpentine 235
Tin 254
Transportation..... 92
Temperature 81
Tallow 254
Tax Levy 75
Tornado, May 27th..... 31

Vehicles..... 60

Wines and Liquors.....234 and 254
Wool..... 289
Whiskies 234
White Lead..... 236
Wheat Crop of the World..... 208
Water Consumption..... 85

Zinc and Spelter..... 254

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Makers
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